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ILLUSTRATED TRAFFIC LAWS

Manual for Motorists

How to keep out of
JAIL OR COURT

By JAMES H. THOMPSON

221 EAST WORTH ST. THOMPSON



Class HE 5623

Book 18715

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ILLUSTRATED TRAFFIC LAWS

Manual for Motorists
How to Keep Out of Traffic Court

SERIES 1924



By Lieut. Andrew J. Thompson

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LIEUT. ANDREW J. THOMPSON

MAY 22 '24

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Chambers of Justice of the Supreme Court
Ninth Judicial District
Ossining, N. Y.

FRANK L. YOUNG
JUSTICE

April 19th, 1924

Lieut. Andrew J. Thompson,
Yonkers, New York.

My Dear Lieutenant:-

It appears to me that you are planning a very comprehensive and clear statement of the law relative to the use of the automobile in the public streets, in the booklet of which I have examined the text.

I congratulate you upon your work, for I know it will be immensely useful to the drivers of autos.

Very respectfully yours,

Frank L. Young

County of Westchester
Court House
White Plains, N. Y.

WILLIAM F. BLEAKLEY
COUNTY JUDGE

April 28th, 1924

Andrew J. Thompson, Esq.
Lieut. of Police,
Yonkers, N. Y.

My Dear Lieutenant:-

I have read with considerable interest your work on Traffic Regulation. It is a clear concise statement of the law. The statutes are so illustrated that a layman may readily understand them.

A general reading of your book will innure to the benefit of both drivers and pedestrians.

Very sincerely yours,

William F. Bleakley

City Magistrates' Court

City of New York

NORMAN J. MARSH

CITY MAGISTRATE

301 Mott Street,
April 11th 1924.

Lieut. Andrew J. Thompson,
Traffic Division,
Yonkers, New York.

My Dear Lieutenant:-

Your book will prove of great value to motorist not only in New York State but throughout the country.

The automobile is a new machine; a dangerous machine; and it is here to stay. The solution of the traffic problem which it has produced lies, I believe, in the education of the public quite as much as in the condemnation of reckless or stupid drivers.

There is need of greater care and skill on the part of those who drive cars, but the public must learn that the streets and highways can no longer be used as playgrounds for children, nor used by any one at any time without the most constant vigilance.

If the spirit of "fair play and half the road" were exhibited by all who use the highways either in cars, horse-drawn vehicles or on foot, much of the difficulty would disappear at once.

Cordially yours,

Norman J. Marsh

Office of the City Judge
Municipal Building
Yonkers, N. Y.

CHARLES W. BOOTE
CITY JUDGE

Yonkers, N. Y., April 14th, 1924

Lieut. Andrew J. Thompson,
Commander of Traffic Division,
Yonkers Police Department.

My Dear Lieutenant:-

I have read the manuscript of your book, "Illustrated Traffic Laws," and I am sure it will be of great value to all who read it with reasonable attention.

It is a fact that most people charged with automobile violations offend, chiefly, because they believe that the regulation they break is of little seriousness.

Anyone who can convince automobile drivers that it is as important for them to observe all the traffic regulations and rules of the road, as it is for a railroad engineer to observe and to obey signals, will do a great service to the automobile driver himself and a greater one to the rest of the community.

I thank you for submitting the manuscript to me, and congratulate you upon the clearness with which you explain the law. I trust that the book will be read by a great many automobile drivers.

Very truly yours,

Charles W. Boote

Court of Special Sessions
Corner of Woodward and Wells Avenue
City of Yonkers, N. Y.

DAVID GORFINKEL
ACTING CITY JUDGE

April 21st, 1924.

Lieut. Andrew J. Thompson,
Commanding Traffic Division,
Yonkers, N. Y.

Dear Lieutenant:-

I have examined your book entitled "Illustrated Traffic Laws" and I was very much impressed by it. With the constant increase in our automobile traffic the situation is becoming more of a problem every day.

Every automobile driver should know the traffic laws and the various rules of traffic.

The book presents the law in a very concise way and the illustrations therein are most instructive. I would advise every automobile driver to read this book.

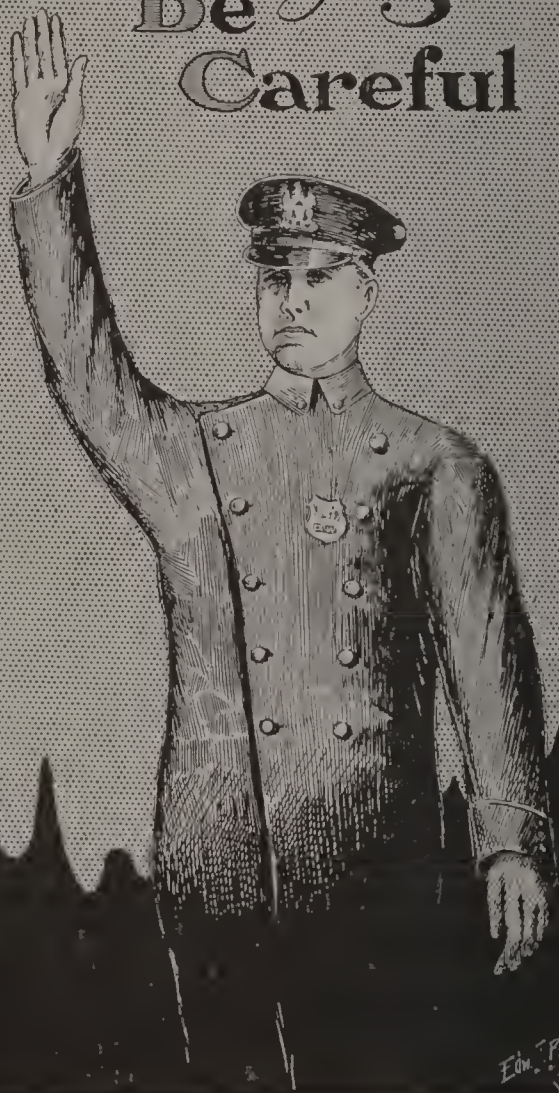
I wish you every success in your undertaking.

Cordially yours,



Acting City Judge of Yonkers.

Always
Be
Careful



Edw. P. Proctor
Yonkers, N.Y.

P R E F A C E

The constant increase of automobile traffic is making the problem of its regulation a most difficult one. It is becoming more difficult to distinguish between the rights of the motorist and the pedestrian. In many cases the laws seeking to regulate traffic are drafted in such a manner that they are not readily understood by the average person, the language of these laws permitting of different interpretations.

It is with the idea of clarifying and classifying the laws affecting automobile traffic that I have been led to prepare this book, in the hope that it may prove of value to the motorist and the pedestrian. I have sought to make the language of the different laws clearer and more easily understood. For this purpose I have prepared some simple illustrations.

My experience as the commanding officer of a Traffic Division has taught me that there are a surprisingly large number of drivers and operators who appear to be almost entirely unfamiliar with the laws for the regulation of traffic, though these laws are common to every section of the country.

Many persons find themselves in difficulties and in conflict with the authorities

simply because of their ignorance of some of the most ordinary traffic laws, or through their failure to properly understand such laws. In consequence they are haled to court and are compelled to undergo much personal annoyance, to say nothing of loss of time and money.

As everybody knows it is the duty of the local authorities to do all that may be possibly done to prevent violations of the law, and that an educational campaign to teach people to comply with these laws is greatly needed. I believe that such a campaign properly carried out would have a wonderful effect in the prevention of many accidents.

My object in the compilation of this booklet, is to cooperate in such a campaign of education. I propose to select for consideration some of the most important of our general regulations for street traffic, particularly those which my experience teaches me are the most commonly violated. I plan to illustrate such laws so that people may more readily understand them.

Few persons have any adequate idea of the greatness of this traffic problem and the difficulties with which local authorities are confronted, in order to protect life and property on our streets.

At this particular point I will submit some data as to the automobile situation

which exists in New York State. The registration of automobiles in this state is in excess of One Million cars and is increasing annually at the rate of approximately twenty per cent.

Such statistics must convince the most casual observer that some means to more adequately regulate traffic is imperatively needed, that the number of accidents may be materially lessened and our streets made more safe for pedestrians as well as motorists.

There are a great many persons operating automobiles who are always careful and respect all traffic laws, and to this class of drivers much credit is due for their assistance to traffic divisions in holding accidents to a minimum.

On the other hand there is the unscrupulous driver to contend with, who has no respect for laws or regulations, and to this type of driver is due in a great measure many of our accidents, and he is not only a source of trouble to the traffic officer but a menace to the careful driver and the pedestrian.

There are drivers, who, when charged by an officer with an infraction of the law, will immediately start an argument and threaten the officer for attempting to do his duty, and there are other drivers who are always ready to commend the officer for conscientiously performing

his duty even though he (the driver) may be the direct cause of such infraction.

It may be well for drivers to remember that a pleasant word will go much further and generally bring better results than the methods adopted by the argumentative driver. It is not good policy to argue with a traffic officer or criticize his actions. He is vested with the power to enforce the laws and his work requires him to do so. His duties are of a very trying as well as a hazardous nature, requiring alertness and an aptitude to use his head in an emergency. Prone at times to be irritable and cross, owing to the long hours he is compelled to stand in the same place, inhaling dust and fumes from passing automobiles, the terrific heat in summer, the severe cold and snows in winter, besides many other inconveniences he is subjected to. His work is full of danger and it is not uncommon to hear of traffic officers being killed outright or receiving injuries, incapacitating them for the rest of their lives.

Especially is this so of the motorcycle officer, who is compelled to chase the reckless speeder, maintaining at times a speed of from fifty to seventy miles an hour.

It is not my intention to offer excuses nor to defend the traffic officer, nor is it to criticize the driver or operator.

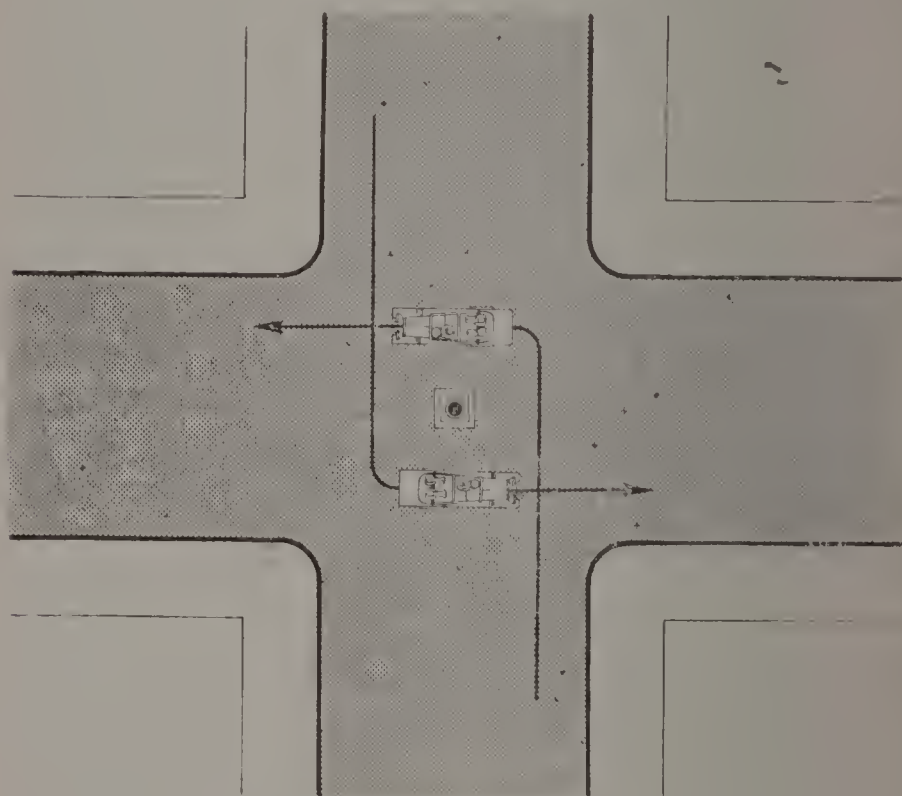
My object is to try and create a more harmonious spirit between the traffic officer and the driver, as such a spirit is conducive to better results. It will help to lighten the burdens of the traffic officer and will very materially help the driver who consciously or unconsciously violates some traffic regulation.

My object is to do everything in my power to reduce traffic violations and accidents to a minimum, to help the law respecting, though unintentional law violating driver, to offer advice to those drivers, operators and motorists on how to more thoroughly familiarize themselves with the traffic laws and their interpretations, that necessary reverence and respect for the law shall tend, in a great measure, to help keep the driver and motorist out of Traffic Court.

On the following pages will be found many sections of the various General Laws, concisely explained by diagram and general description, which I am sure will not only prove of inestimable value but shall be found to be very instructive and interesting.



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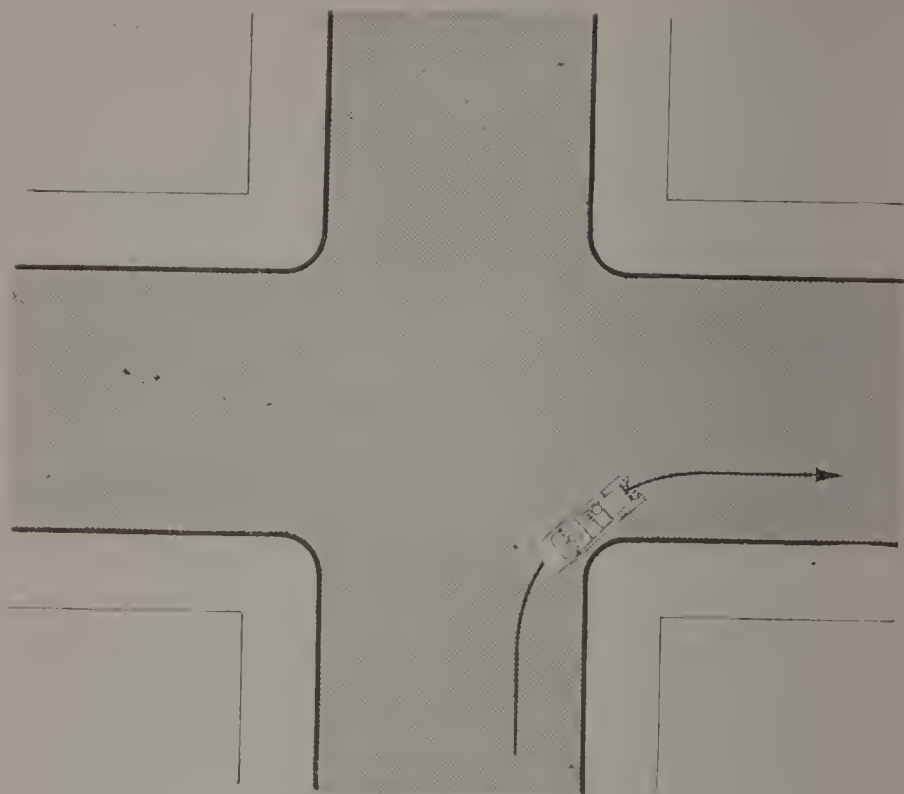
A vehicle turning to the left into another street, shall, before turning, pass to the right of and beyond the center of the intersecting streets; provided, however, that if directed by a traffic officer the vehicle shall pass in front of instead of around the point of intersection.

EXPLANATION

The law as quoted on the preceding page means, that the driver of a vehicle shall keep to the right of, and beyond the center of the intersecting street as is shown on the diagram. Hardly any further comment is necessary in the explanation of this section as it is quite evident by the words as quoted what is intended. Of course it is understood that where a traffic officer is stationed he can direct traffic to pass to the front of him, instead of to the rear, for in this way he is better able to control the traffic and at the same time he is in a position to better observe the movement of all vehicles.

It must also be understood that at all points where there are no traffic officers stationed all traffic must move as shown in diagram. Short cutting corners is a very bad practice and numerous accidents are caused through carelessness of this kind.

See drawing on page 76 and note how easily accidents may occur from this practice.



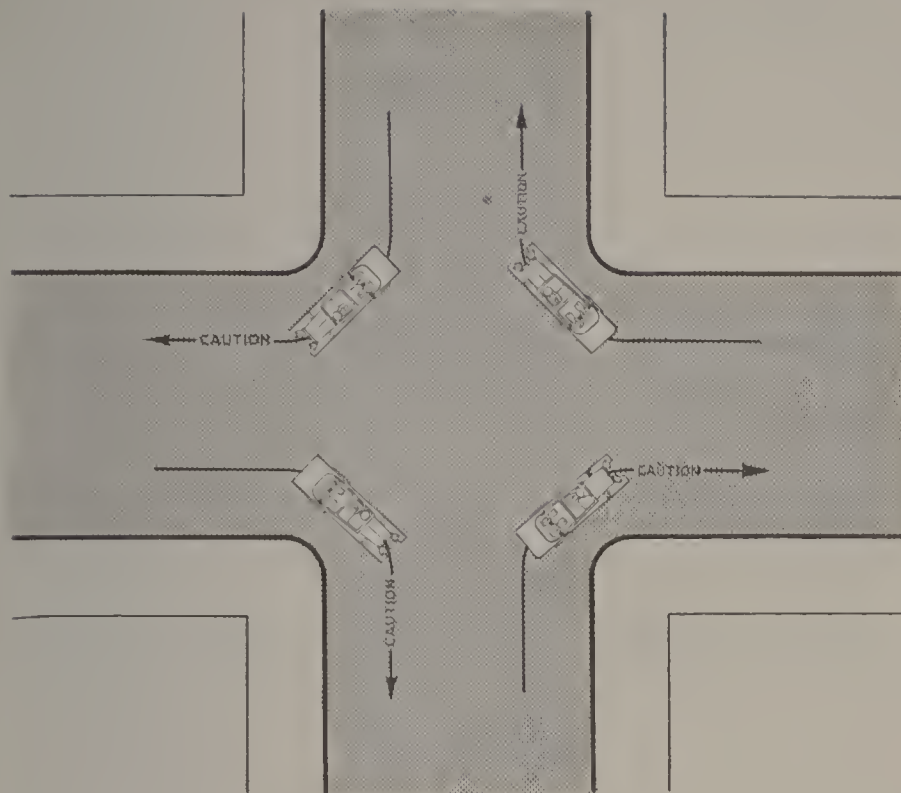
SECTION OF LAW

A vehicle turning into another street to the right shall turn the corner as near the right-hand curb as practicable.

EXPLANATION

The law as quoted here and shown by diagram, for right-hand turn means, that all vehicles making turns to the right into another street shall keep as close to the curb as possible. Accidents happen quite frequently to some drivers not properly following out this regulation.

See perspective drawing on page 75, also diagram on page 80, showing distances as laid out around corners for apprehending speed violators.

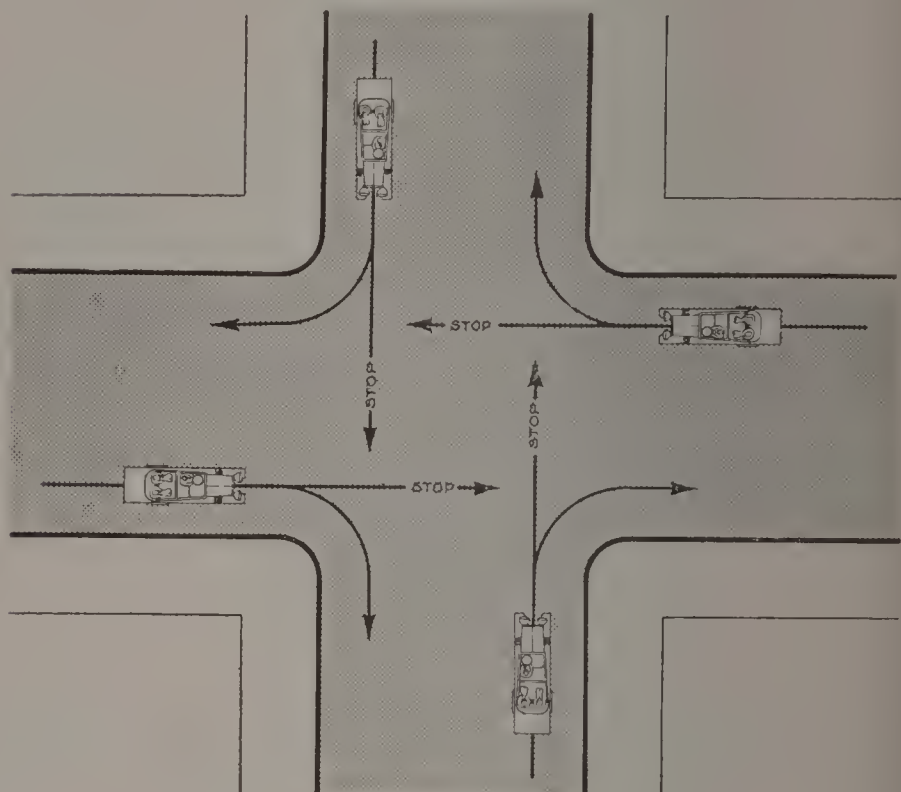


SECTION OF LAW

In turning a corner of intersecting streets a vehicle shall be driven with extreme caution and under control.

EXPLANATION

It is so self-evident as to what is intended in this section quoted, that it is unnecessary to go into details, other than to say: all vehicles turning corners shall proceed at a rate of speed of not more than eight miles per hour. Traveling at the rate of eight miles per hour or less, will answer to the requirements as stated in the law, "with extreme caution."



SECTION OF LAW

Every driver of a vehicle approaching the intersection of a street or public road shall grant the right of way at such intersection to any vehicle approaching from his right; provided, that wherever traffic officers are stationed they shall have full power to regulate traffic.

EXPLANATION

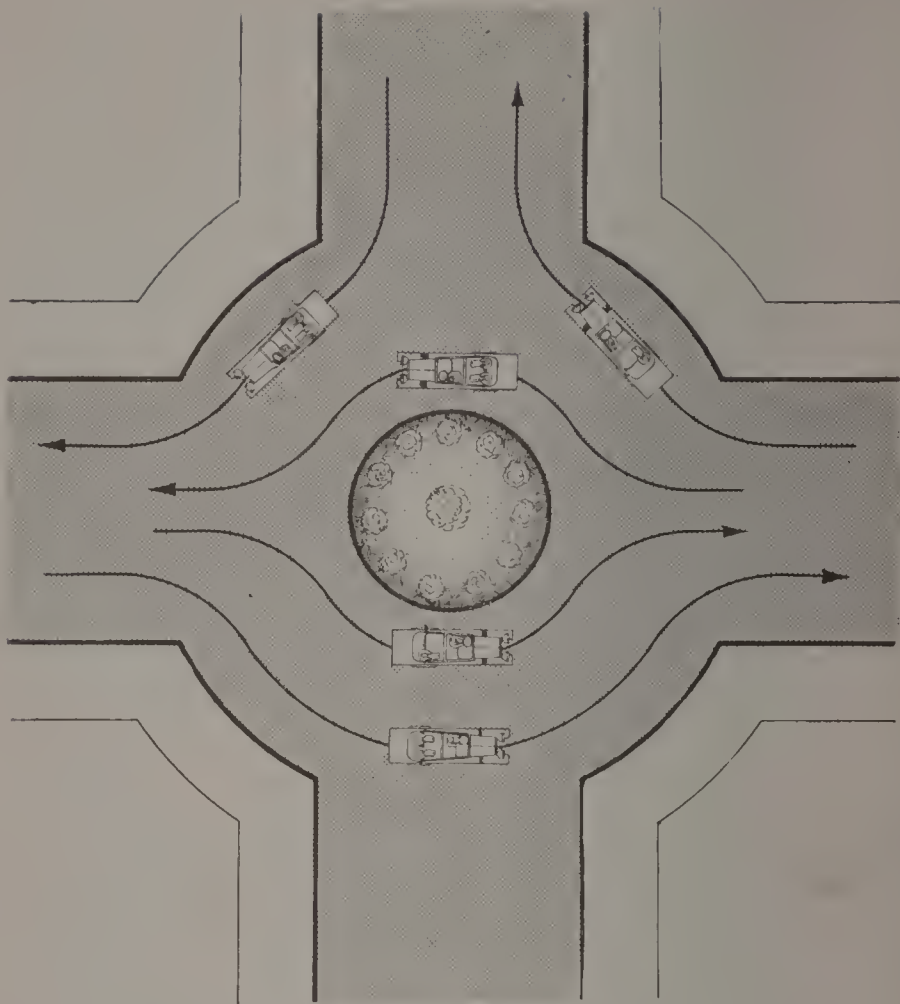
In explaining the foregoing section it might be well to quote a decision by a Supreme Court as follows: "Every driver of a vehicle approaching the intersection of

a street or public road shall grant the right of way at such intersection to any vehicle approaching from his right, 'the words', 'grant the right of way', meaning that at such a crossing the driver of one vehicle has an affirmative duty to keep out of the other's way. This requires him to slow, stop, and if need be, reverse, if otherwise, the crossing vehicles are likely to come into contact.

"The rule that the right of way must be granted to one approaching from the right is not absolute. Consideration must be given to the relative distances and speeds. When the one approaching from the left has reasonable grounds to believe that if he pursues his course a collision will ensue, then he must give way.

"This section of law is for regulation where traffic officers are not stationed. It does not mean that the driver having the right of way may heedlessly cross the intersecting street without giving any attention to vehicles approaching the intersection. Where a driver having the right of way at the intersection of a street, continues, without looking to his left and was struck with another vehicle which was coming from that direction and which he could have seen if he had looked, he would be properly charged with negligence."

Study diagram carefully and note that all vehicles approaching on the right have the right of way.



SECTION OF LAW

A vehicle passing around a circle shall keep to the right from entrance to exit.

EXPLANATION

Where rotary traffic is required it is always intended that the vehicle shall keep, from entrance to exit, to the right of any parkway or standards which are placed for the regulation of rotary traffic at those points.

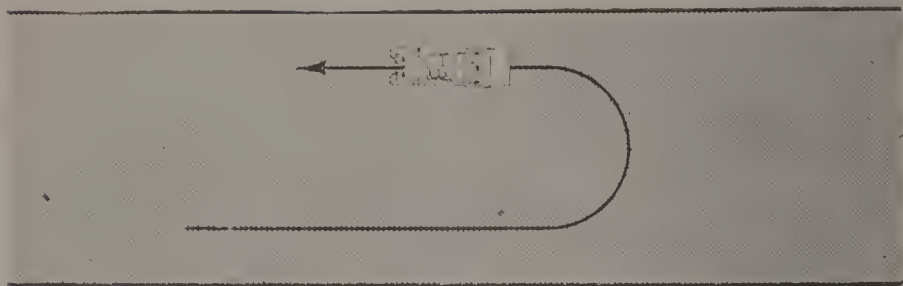


SECTION OF LAW

Any vehicle when stopped parallel to the curb shall stop as near to the curb as practicable, with wheels, both front and rear, not more than six inches from the curb.

EXPLANATION

This section is very important and is frequently violated. The language is very clear. The object of the law is to allow vehicles to stop parallel with the curb as shown in the diagram, with both wheels, front and rear, six inches or less from the curb.



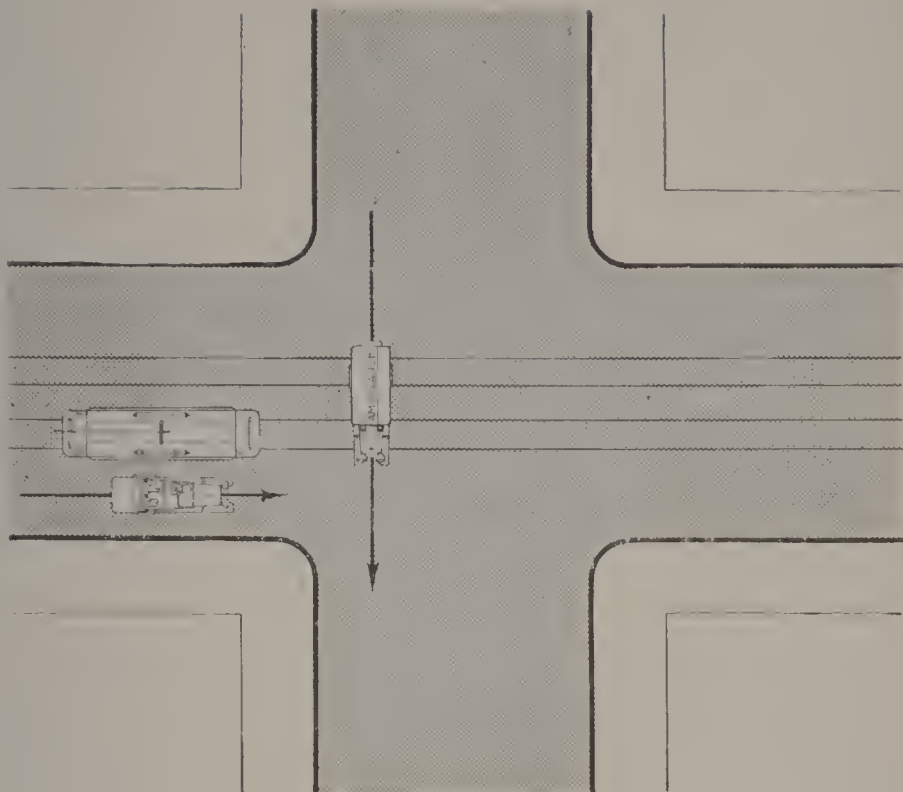
SECTION OF LAW

Vehicles turning around or crossing from one side of the street to another, except for the purpose of passing other vehicles or because of dangers in the streets, shall do so by turning to the left so as to head in the general direction of traffic after they have crossed the street.

EXPLANATION

This section of law is confusing to the average person, but the following illustration should give a very good idea as to what is intended. On streets where traffic is heavy, turns should be always made at intersecting streets and not in the middle of the block; in other words, all turns should be made as shown in the diagram, thereby eliminating the backing of the car, causing obstruction to traffic.

The law is also intended to prevent irregular turning of vehicles from one side of the street to the other.

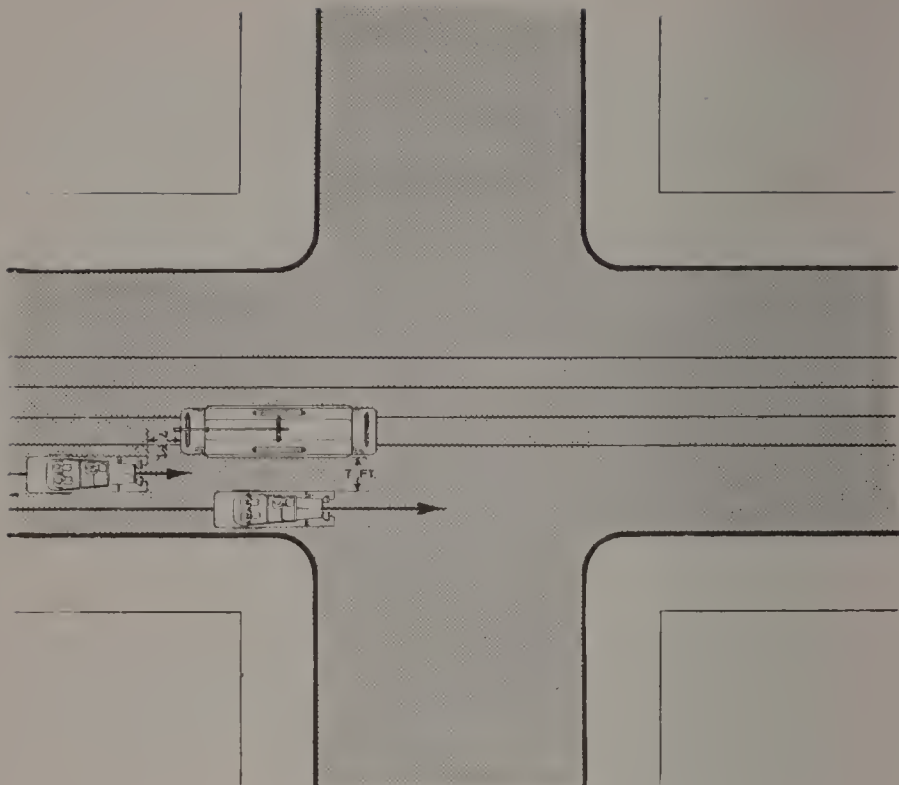


SECTION OF LAW

When in the performance of duty the following vehicles shall have the right of way: United States mail, police, fire, fire patrol, bureau of buildings, emergency repair of public service corporations, ambulances and the military; but this shall not relieve the driver or owner of any such vehicle from consequences of the arbitrary or careless exercise of this right for injuries inflicted.

EXPLANATION

In reference to this section which gives the right of way to such vehicles as the United States mail, etc., when in the performance of their duty, all drivers of such vehicles must exercise proper care for the protection of life and property, and carelessness on their part will not relieve them of any responsibility.



SECTION OF LAW

A vehicle in overtaking or meeting a street surface car which has been stopped for the purpose of receiving or discharging a passenger or passengers, shall not pass or approach within seven feet of such car so long as such car is receiving or discharging passengers, except that in a city having a million or more population such vehicle shall not pass or approach within eight feet of such car except as indicated by a safety zone. In passing any street surface car extreme care must be used by the driver.

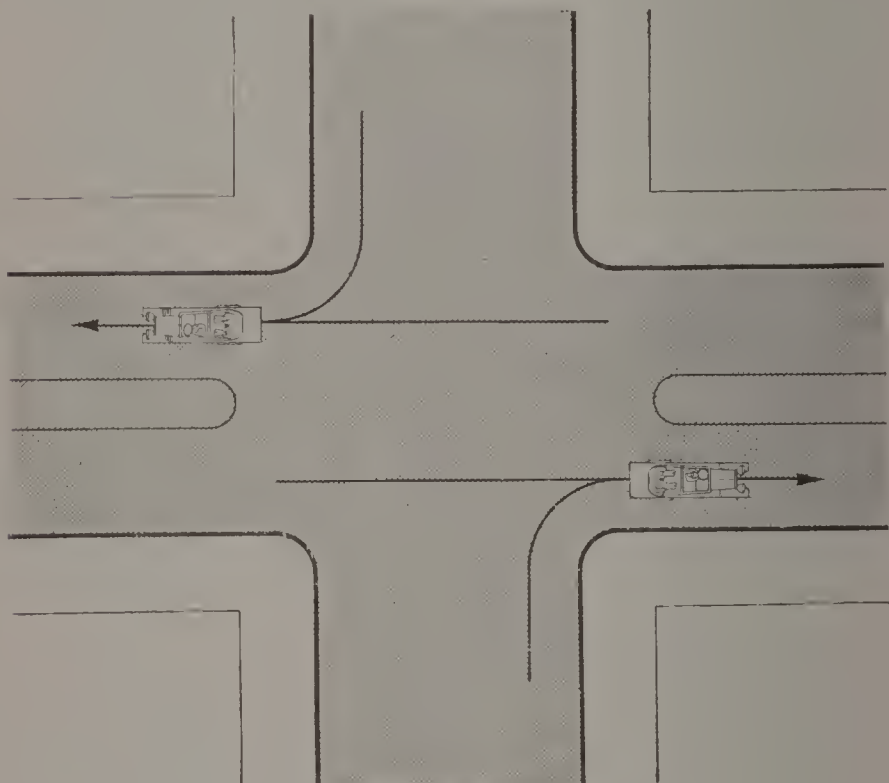
EXPLANATION

In taking up this section it might be well to go somewhat into detail so as to make the section thoroughly understood. By the word "overtaking" is meant approaching from the rear. A vehicle overtaking a street surface

car which has been stopped for the purpose of receiving or discharging passengers, must keep at all times at least seven feet away from such car, but if there is sufficient room in the street to allow seven feet between the street surface car and the vehicle, then such vehicle need not come to a full stop but may pass such street surface car, as shown on the diagram, but with extreme caution.

There is also an interpretation placed on the word "meeting." We will assume that a street surface car is stopped to discharge or take on passengers and there is a vehicle approaching from the opposite direction. It is the duty of the driver of such vehicle in passing, to pass not less than seven feet from the car. The idea is to prevent an accident to a person crossing the street directly in the rear of said car, such person being given an opportunity to observe any approaching vehicles.

The regulation of seven feet is generally in force throughout the country but there are some cities which have adopted ordinances specifying eight feet as the distance, therefore, it is well for drivers to familiarize themselves with local conditions, or play safe and adopt the eight foot regulation.



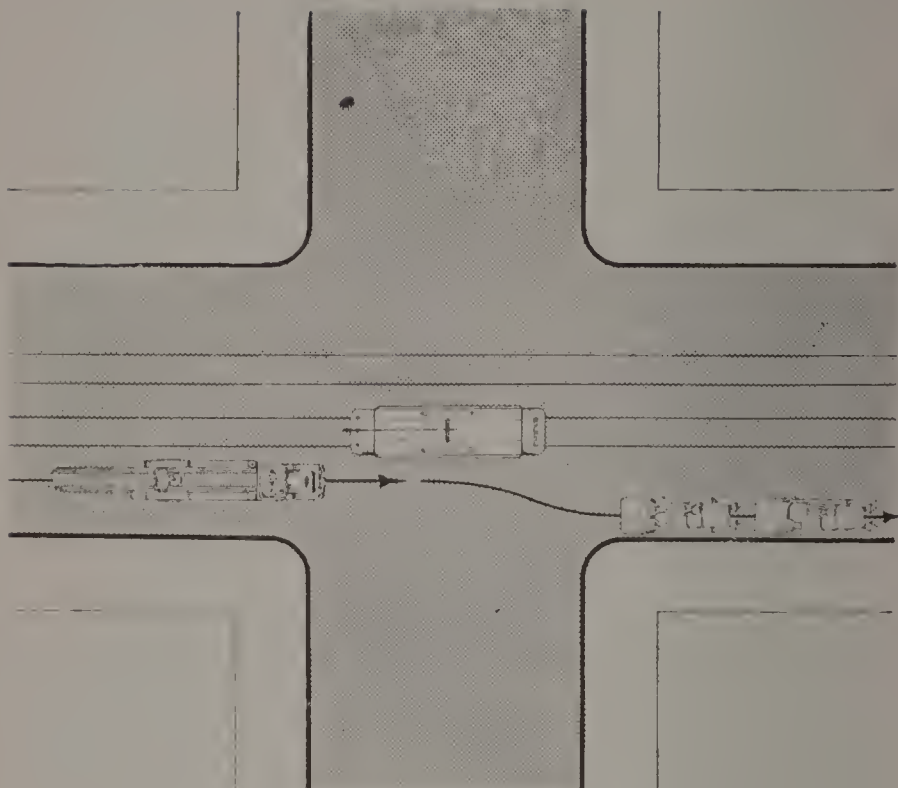
SECTION OF LAW

On an avenue, street or boulevard divided longitudinally by a parkway, walk, space for street surface cars, viaduct, zone of safety, cabstand, parking space or other similar obstructions, vehicles shall keep to the right of such division.

EXPLANATION

The section as quoted here is given in language that is clear and easy to understand, but a few comments may not be amiss. It is generally understood by all drivers that they are to keep to the right of all streets and boulevards divided longitudinally by a parkway, walk, viaduct, etc., or in other words, a street or boulevard with a parkway, walk, viaduct, etc., dividing or running through the center and parallel with the curb as shown in the diagram.

It is also meant by this section that drivers of vehicles shall keep to the right of the center of any street surface car tracks and shall under no circumstances attempt to pass a street surface car, either moving or stationary on the left side of the street.



SECTION OF LAW

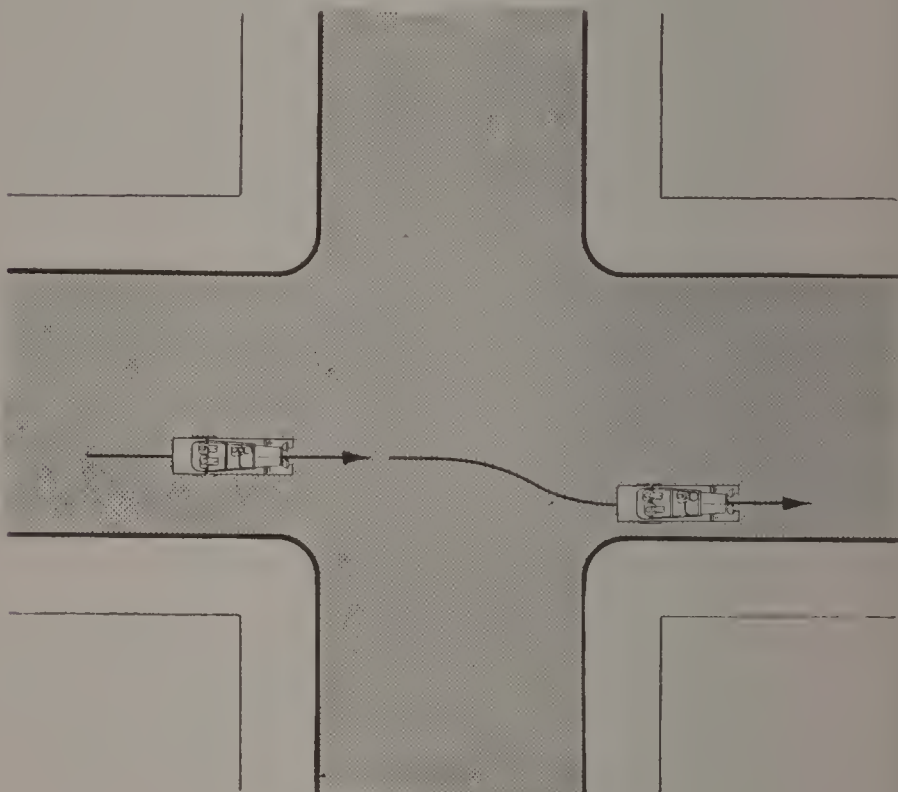
A vehicle must not be so driven as to impede or obstruct the progress of the apparatus of the fire department or any official or employee of a city, town or village in the discharge of his duty at a fire. The driver of a vehicle must not drive through or within the established fire lines or over a line of fire hose. On the approach of fire apparatus, as evidenced by suitable and continuous warning or by street signals operated from fire headquarters, visible or audible one to another, indicating the route of the apparatus, the driver of a vehicle must immediately draw up such vehicle as near as practicable to the right-hand curb and parallel thereto, and bring it to a standstill, and the driver of a street car must immediately stop his car and keep it stationary until the apparatus has passed.

EXPLANATION

As illustrated, this section prohibits obstructing the progress of a fire apparatus. It should be understood that on the approach of any fire apparatus it is not only the duty of a driver of a vehicle to stop his car but he must immediately draw up as close to the curb as possible and remain there until such time as all fire apparatus has passed through, or until he is notified by a police officer that he may proceed. It often happens that some driver, instead of following this regulation and pulling into the curb is more interested in where the fire is, and immediately starts in pursuit of the first engine to come along without waiting to find out if there are other engines following.

This is a very serious violation and should by all means be stopped as it often results in serious interference with the fire department, endangering life and property.

The rest of the regulation is very explicit in its wording. requiring drivers to respect all fire lines and under no circumstances drive over a fire hose.

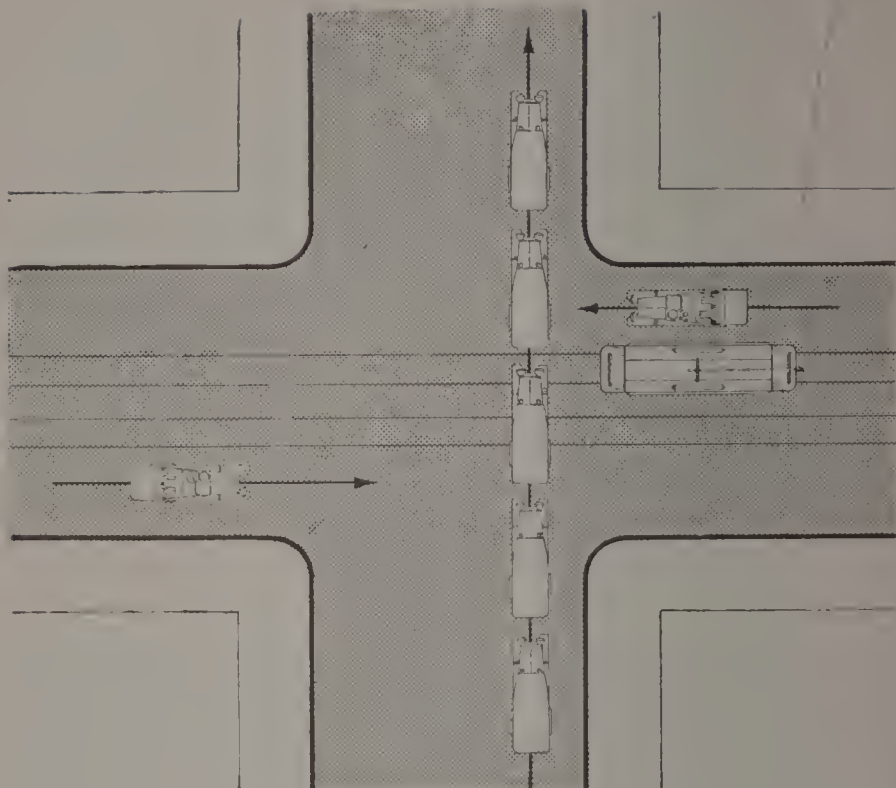


SECTION OF LAW

The driver of an overtaking vehicle shall signal his desire to pass an overtaken vehicle by a blast or stroke of the horn or other signaling device, and thereupon it shall be the duty of the overtaken vehicle, if possible, to turn to the right so as to allow the overtaking vehicle a reasonable space in which to pass, or to warn by signal the impossibility of such passage.

EXPLANATION

In this section it might be well to distinguish the difference between the "overtaking" and the "overtaken" vehicles. In the diagram as shown we shall illustrate by calling the overtaken vehicle the forward car. and the overtaking vehicle the rear car. In the case of two cars traveling in the same direction the forward car may maintain its position on the highway, if there is sufficient space on the left to enable the rear car to conveniently pass. If, on the other hand, the position of the forward car does not leave such room for passage, then it must, upon proper signal from the rear car, if practical and safe, turn to the right to leave room for passage. If at the same time there is not sufficient room for the forward car to do this, it is the duty of the driver of the rear car to wait until a place is reached where he may safely pass.

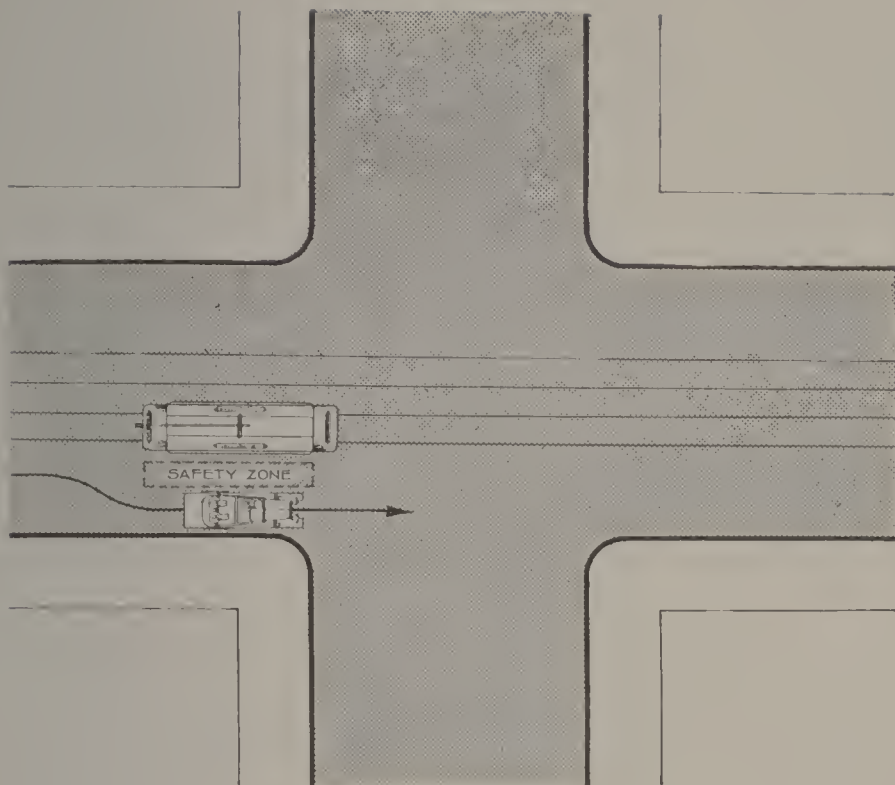


SECTION OF LAW

No vehicle and no street surface car, except as provided in subdivision one of this section, shall be driven through a procession, except with the permission or by order of a police officer. If the procession takes more than five minutes to pass, it shall be broken and traffic allowed to go through.

EXPLANATION

This section illustrated by diagram provides that under no circumstances, shall any vehicle drive through a funeral procession, parade, cortege of cars, etc., without permission from a police officer.

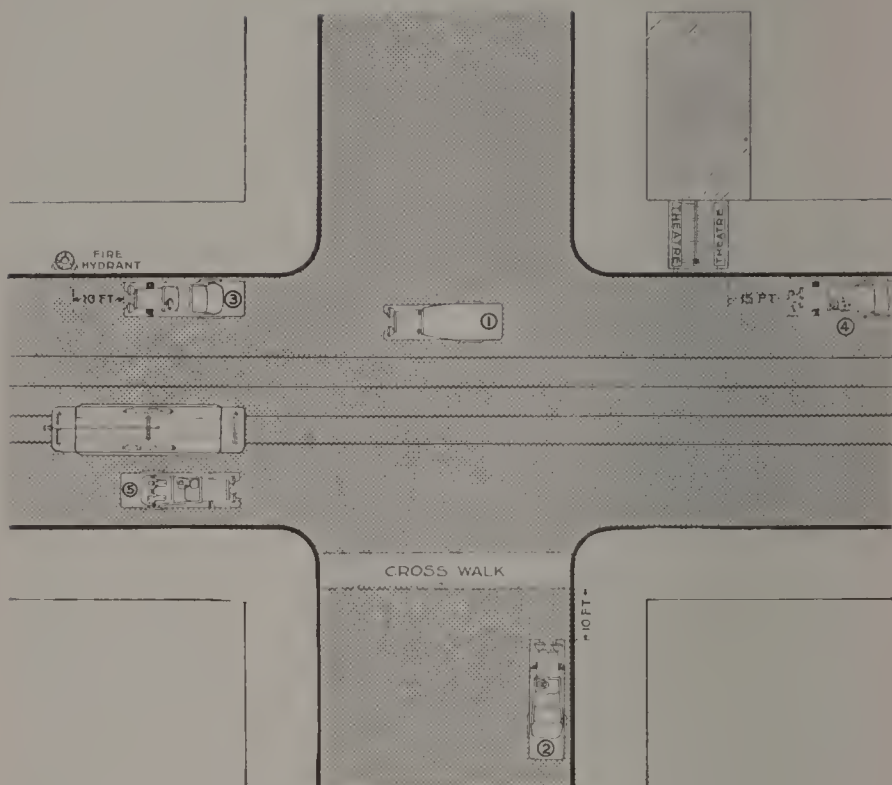


SECTION OF LAW

It shall be unlawful for any person to drive a vehicle within a safety zone.

EXPLANATION

In this particular section and as shown in diagram it should be understood, that under no circumstances shall a driver of a vehicle pass through a safety zone. Safety zones of this type are provided for the protection of persons who wish to board or leave a street surface car, and at the same time allow traffic to proceed without any unnecessary interruption.



SECTION OF LAW

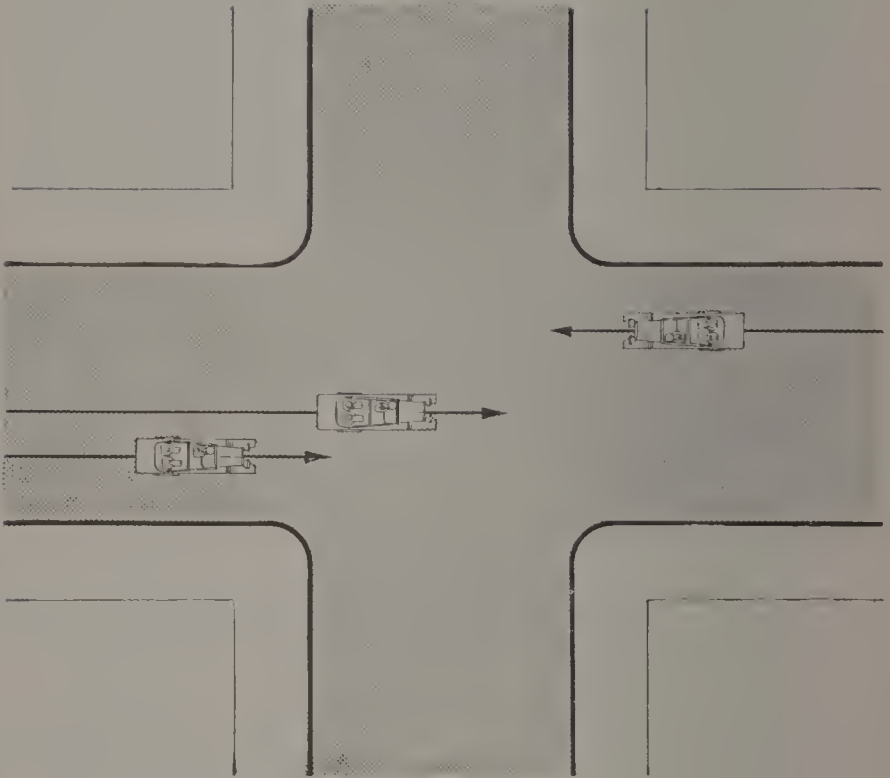
Except in an emergency or when advised to do so by a police officer, no vehicle shall be stopped or left standing within the intersection of any cross street; within ten feet of any crosswalk or street crossing or alley corner, except where traffic officers are on duty; within ten feet of any fire hydrant unless the vehicle is actually in charge of some person capable of driving it; in such position as to prevent another vehicle already stopped near the curb from moving away; in front of or within fifteen feet of either side of the entrance to any theatre, auditorium, or other building where large assemblages of persons are being held, except to take on or to discharge passengers or freight and then only for such length of time as is necessary for such purpose; in any portion of any street where street surface cars stop to receive or discharge passengers, except as otherwise provided.

EXPLANATION

A great many drivers are at a loss to understand under what conditions they may leave their vehicles without committing a violation of law. I shall try to illustrate on the diagram by numbers some of the conditions under which this section is violated, and to simplify the wording so that it may be understood at a glance.

- No. 1. Never leave your car standing in any cross street.
- No. 2. Always keep ten feet away from a cross walk.
- No. 3. Always keep ten feet away from a fire hydrant, unless the vehicle is in charge of a person who can drive it.
- No. 4. Always keep fifteen feet away from the entrance to any theatre.
- No. 5. Never leave your car standing in any portion of a street where surface cars stop.
- No. 6. Never leave your car standing in such a position as to prevent another car already stopped at the curb from moving away.

Follow these rules for your guidance in parking of cars. In some localities, ordinances are in effect prohibiting parking of vehicles in front of theatres and public buildings.



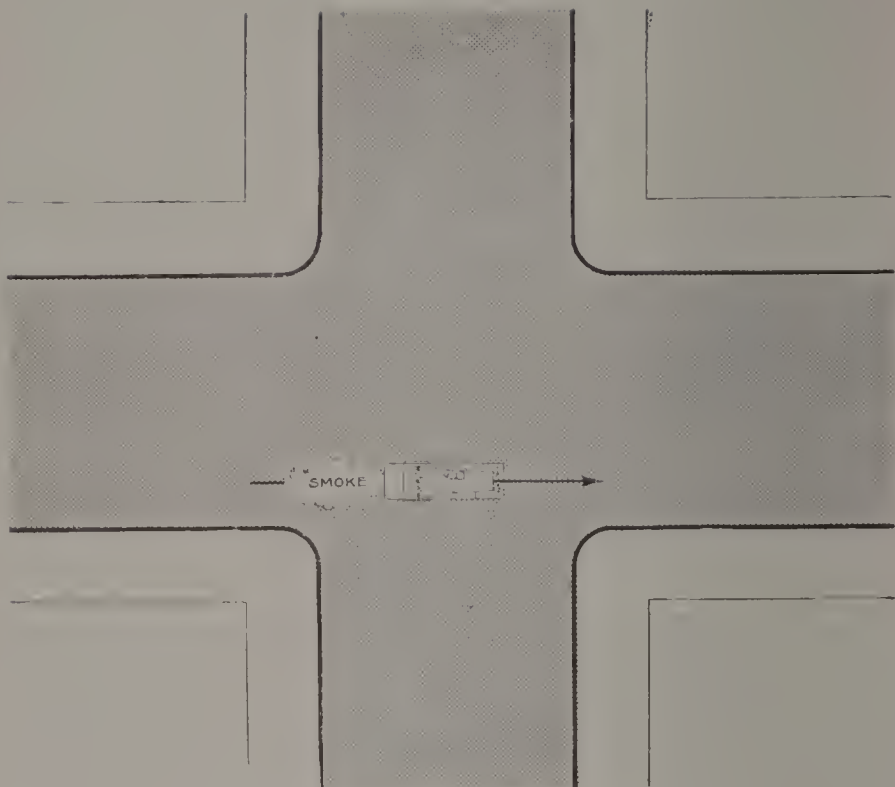
SECTION OF LAW

In all passing and overtaking such assistance shall be given by the occupants of each vehicle respectively to the other as the circumstances shall demand and either request by voice or signal, and each shall exercise care and caution to get clearance and avoid accident.

EXPLANATION

Much might be said in relation to what is termed "the courtesies of the road". There is one important thing that may be said relative to this section. There is entirely too much taken "for granted" when passing or overtaking a vehicle and not enough attention paid to the laws of the road to give proper signals and assistance to occupants of other vehicles as to their intention to turn, slow down, pass to the left, etc.

The general impression that should be conveyed by this section is the importance of drivers at all times signifying their intentions by proper signals.

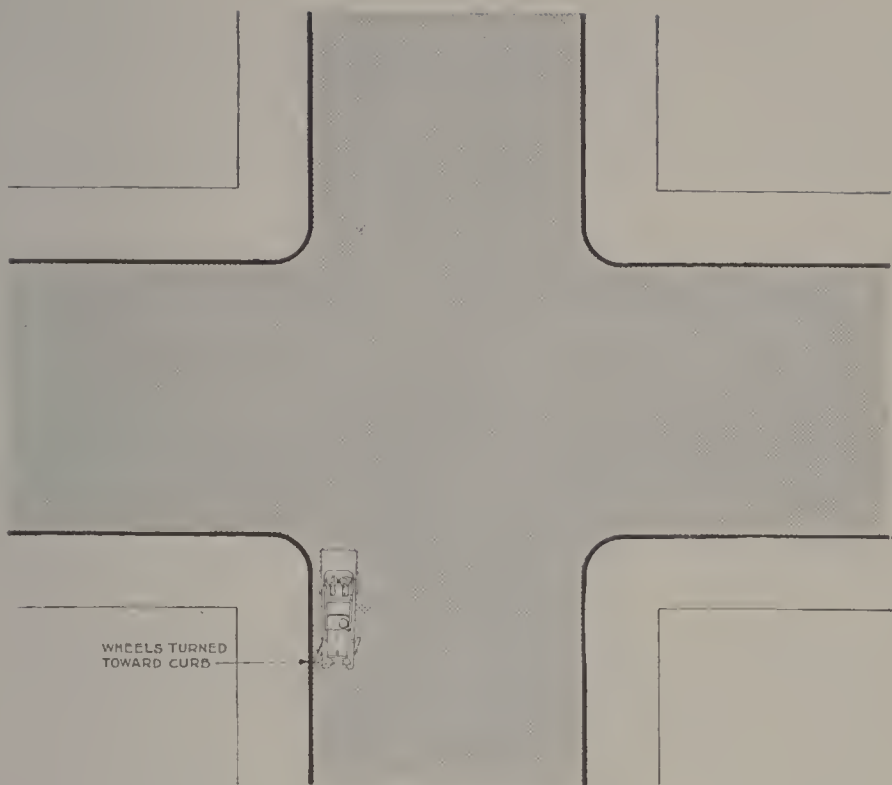


SECTION OF LAW

No motor vehicle shall be operated in such a way as to emit unnecessary smoke or unnecessary offensive vapors within the streets of any city, town or village.

EXPLANATION

It should be quite unnecessary to comment on this section of law, except to say that it is often unconsciously violated, but this does not relieve the driver, neither does it excuse him for the violation of any infraction of the law.

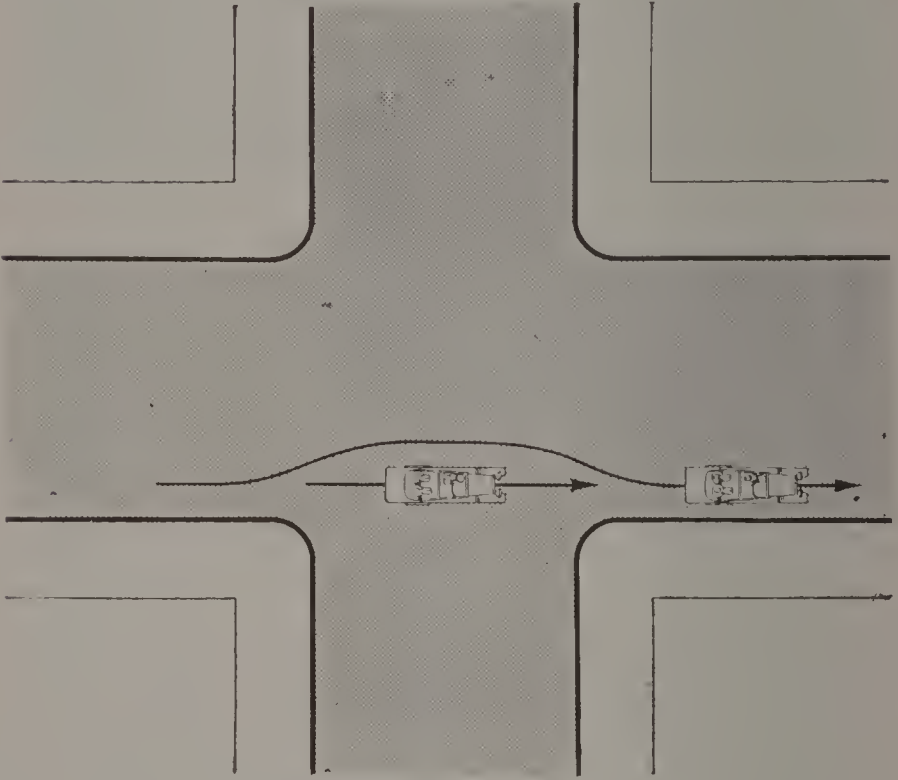


SECTION OF LAW

When a vehicle stands on a steep incline it shall be so placed that when the brake is released it will run into the curb.

EXPLANATION

There is little that might be said in explanation of this section, other than the law requires all vehicles on a hill or incline to be so placed, that when the brakes are released it will run into the curb. It sometimes happens that when a driver leaves his car on an incline, without the wheels turned to the curb accidents occur, through some person tampering with the brakes.

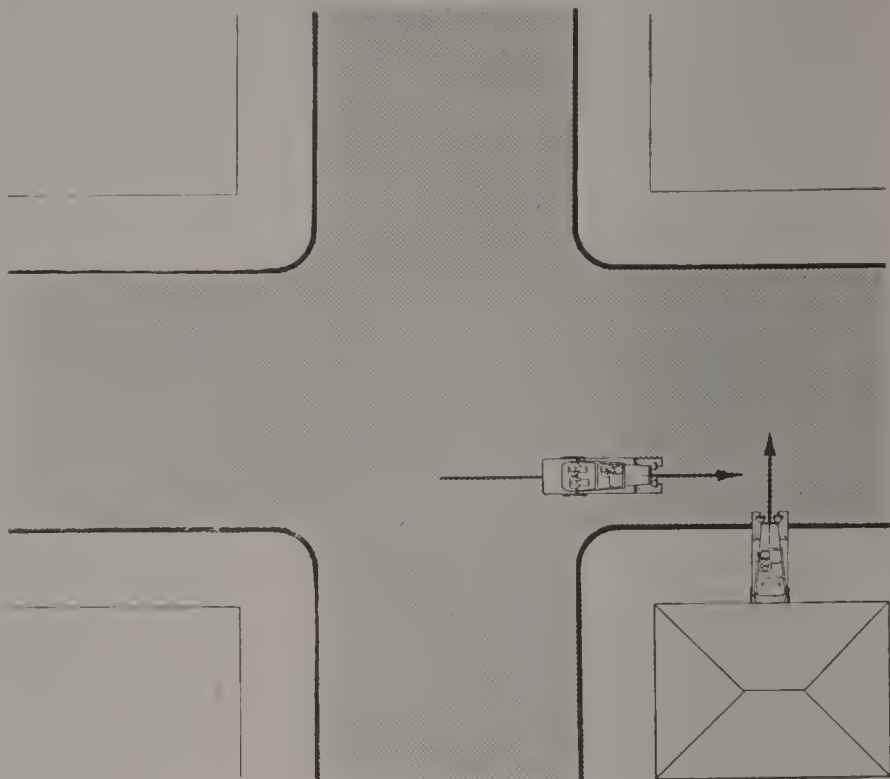


SECTION OF LAW

A vehicle overtaking another vehicle shall pass on the left side of the overtaken vehicle and not pull over to the right thereof until entirely clear of it.

EXPLANATION

The diagram as shown here gives a clear illustration as to what is intended in this section. If two cars are traveling in the same direction and the rear car wishes to pass the other, the driver should by proper signal, notify the other driver of his intention to do so and in passing said car he should pass to the left and not cross over until he is entirely clear of the other car. It is a bad practice to cross over too short and in a case of this kind the driver should make sure there is sufficient room to properly cross before attempting it.

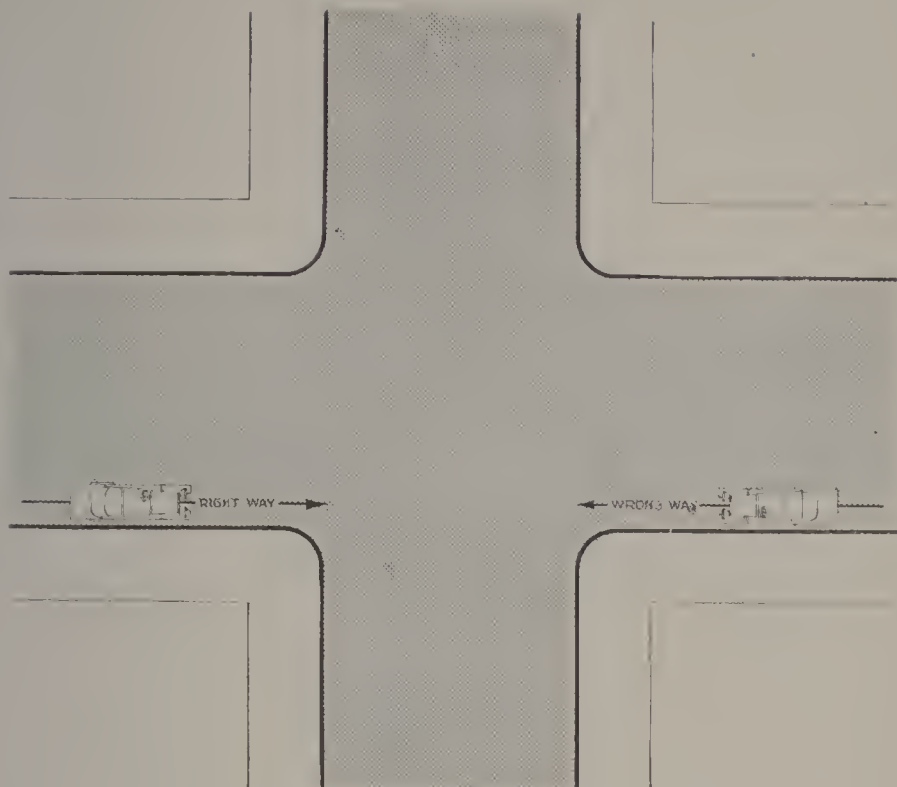


SECTION OF LAW

No vehicle shall emerge from an alley, stable, garage or driveway except slowly and under control of the driver who shall give a proper warning by voice or signaling device to passing vehicles and pedestrians.

EXPLANATION

The object of the law as quoted in this section is clearly defined. Drivers should use every precaution on emerging from a garage, driveway, etc., to notify drivers and pedestrians of their approach, by proper signals through blowing of horn or otherwise.

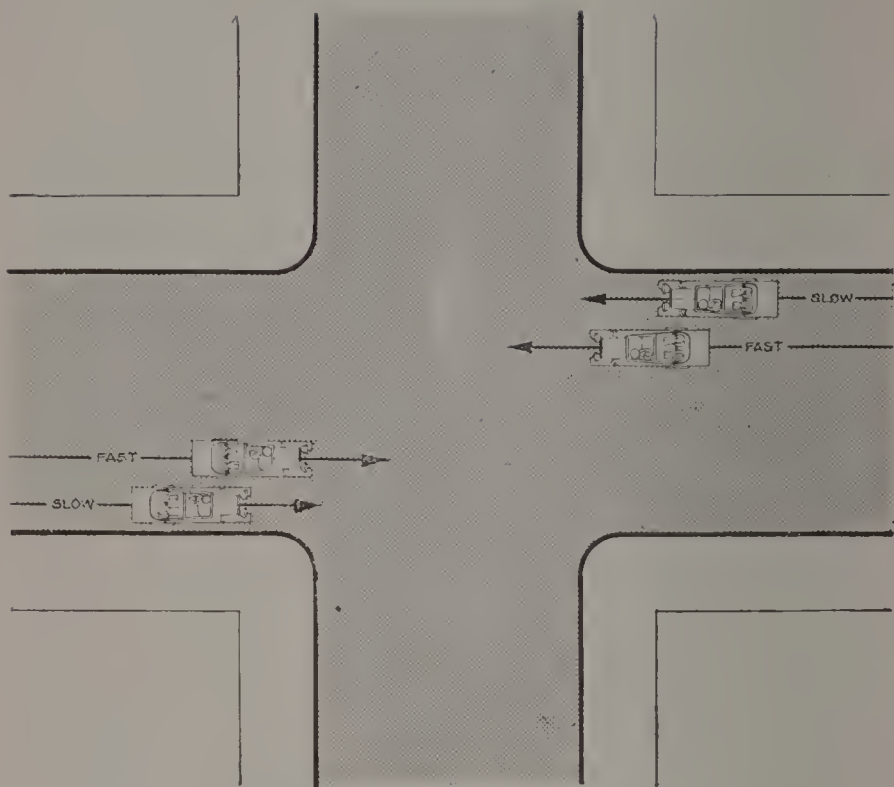


SECTION OF LAW

No vehicle shall stop with its left side to the curb, except in such streets as may be designated as one-way traffic streets and where road excavation or other legalized obstruction prevent the operation of this regulation.

EXPLANATION

This diagram gives a very clear illustration of the meaning of this section. It shows right and wrong way for parking. All cars should be parked with their right side to the curb, except of course in one-way traffic streets or where there are road excavations or other legal obstructions.



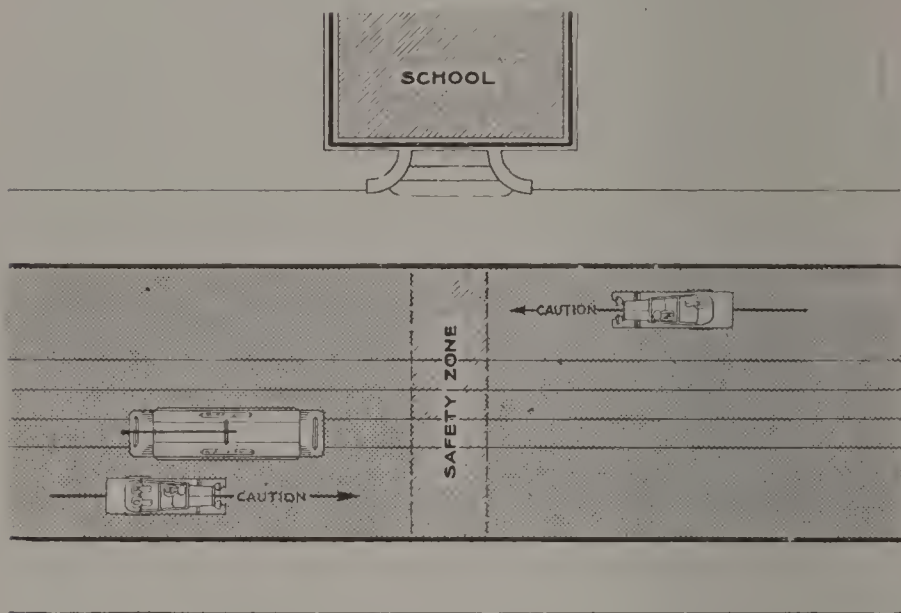
SECTION OF LAW

The vehicle having the middle line of the highways on its left shall have the right of way. In meeting both vehicles shall keep to the right, so as to insure safe passage, and this without regard to the middle line of the highway. Slowly moving vehicles must move as near to the curb as practicable; rapidly moving vehicles must occupy the space lying immediately next to and parallel with the middle of the highway.

EXPLANATION

Possibly the meaning of the foregoing section may be made a little clearer, and, to more forcibly bring it out, it might be well to quote an opinion of a Supreme Court.

“Each individual has as good a right to be on the highway as any other individual, yet each must use this right in a reasonable manner so as to give a like reasonable use to any other. The rights are equal. Each must look out for meeting the other and by turning out in time, as the law prescribes, take care to avoid doing harm. One person may choose to go at a slow pace and he has a right so to go; another may choose to go at a faster pace and he has a right so to go. Yet each must exercise his right so as not to interfere with the other of his right. The one going fast may choose to turn out and go past the one choosing to go slow but must keep clear of him in doing it. The one choosing to go slow has the first right of way under such circumstances, he is not bound to look back or listen for the coming of another so as to make clear the way before him, but if by keeping in his place he will stop the faster driver from passing him, when by turning aside without meeting obstruction or danger in doing so, he is bound to do so on being asked to.”



SECTION OF LAW

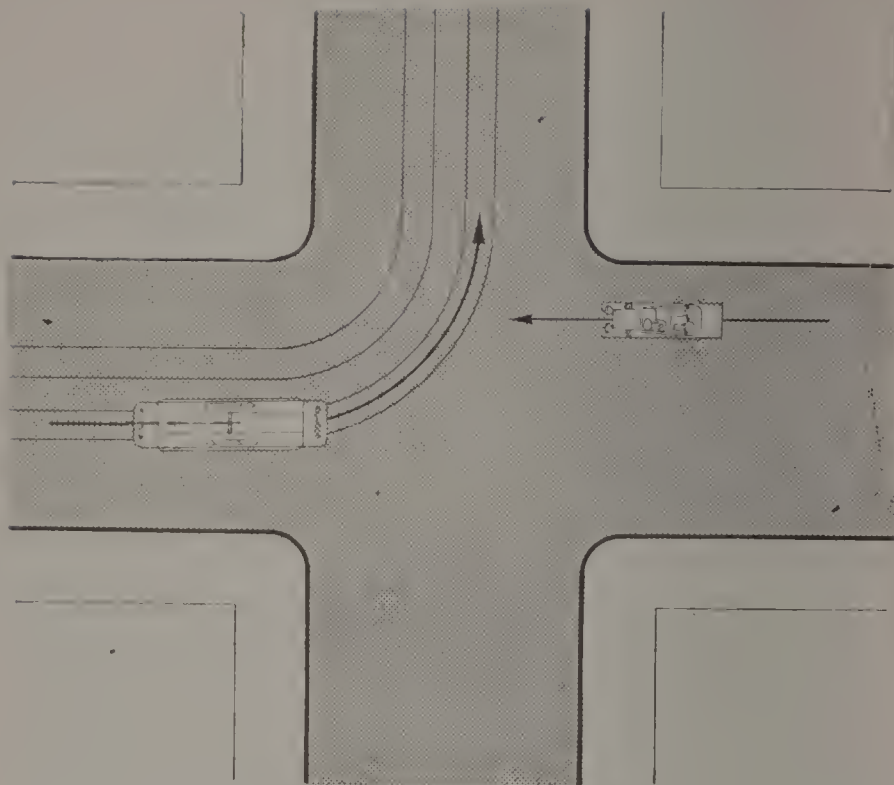
Upon approaching a bridge or in passing a public hospital, fire house or a school, the driver of any vehicle or street surface car shall proceed with extreme care and with vehicle or street surface car under control, provided local authorities have legible and visible signs posted, warning drivers of their approach to a bridge, fire house, public hospital or school building.

EXPLANATION

In taking up this section it may be well to say the law requires that drivers at all times should use extreme caution in approaching a bridge, slowing down to a speed that should permit them pass in safety. Particular attention should be paid at all times on approaching a fire house to slow down, for should an alarm of fire be sounded it is very important that the street in front of, and in the vicinity be clear, to allow the fire engines to proceed on their way without interference.

It is well for drivers of vehicles to bear in mind the necessity of not making unnecessary noises when passing a hospital or hospital zone.

Much may be said on the question of school safety zones as shown in diagram, but there is one particular point that I would like to convey to the drivers of vehicles and that is, absolute protection should be afforded to children on entering and leaving school houses, and above all things unnecessary chances should not be taken at a school crossing but every precaution should be taken to protect the children.

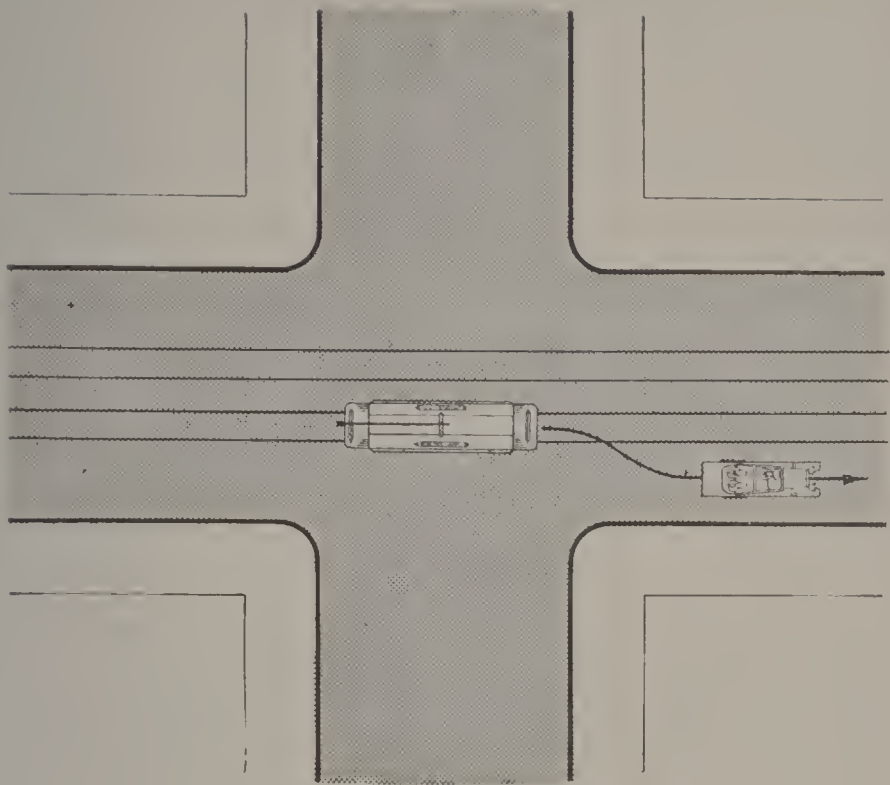


SECTION OF LAW

Except by order of a member of the police force in the discharge of his duty, street cars shall have the right of way between cross streets over all other vehicles.

EXPLANATION

It might be well to say a few words in relation to section quoted above. Drivers of vehicles should at all times be careful in approaching intersecting streets where street surface cars are operating, as such street surface cars have the right of way between cross streets, unless otherwise directed by a traffic officer.

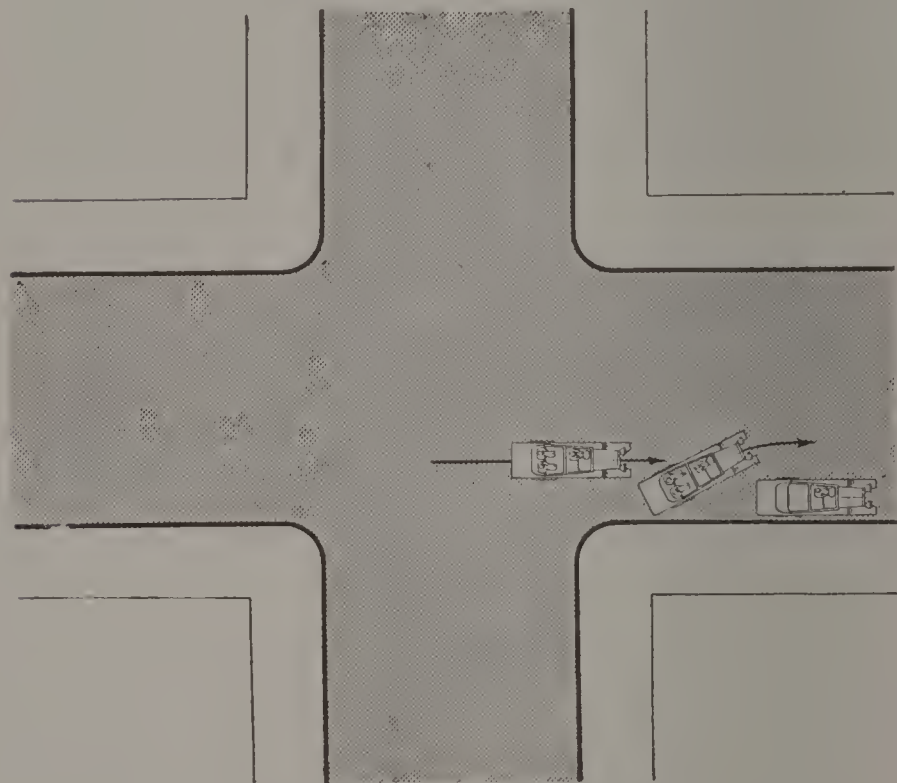


SECTION OF LAW

The driver of any vehicle proceeding upon the tracks in front of a street car shall turn out as soon as possible upon signal of the operator of the street car.

EXPLANATION

No doubt should exist in the minds of drivers of vehicles as to the meaning of this particular section of law. It is the driver's duty when driving on street car tracks, upon proper signal from the motorman to turn out and give clearance for the car to pass.



SECTION OF LAW

Before turning to the right or left, and except in an emergency, before decreasing speed or stopping the driver shall warn those following either by holding his arm straight out, horizontal and at right angles to the car, or by operating an adequate mechanical signal device.

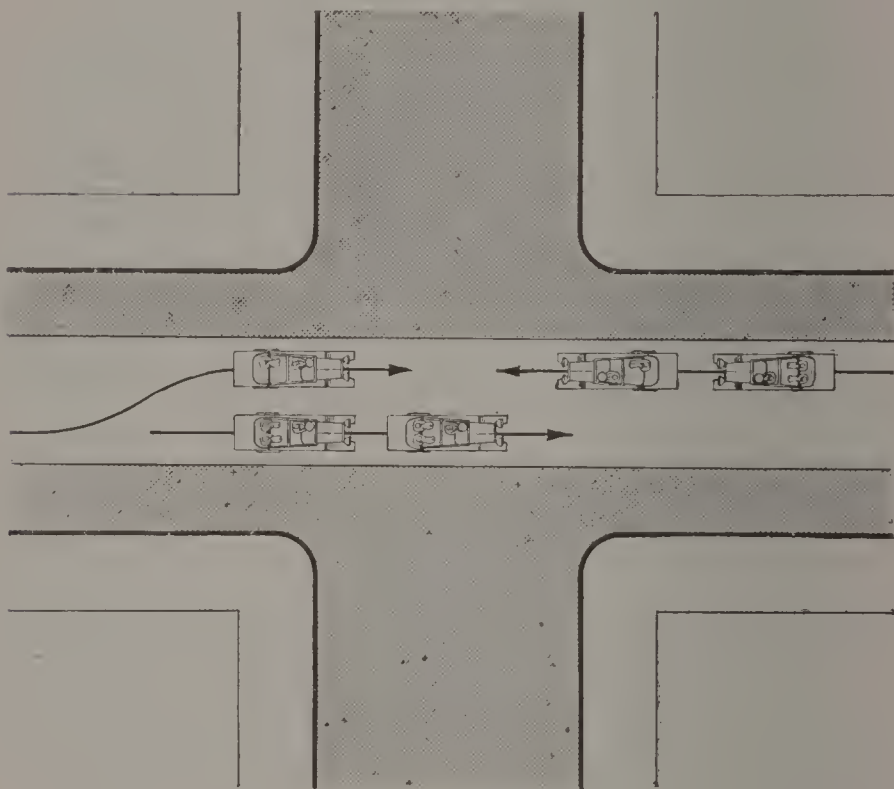
EXPLANATION

In relation to this section on signals, it is a most important law, and one that all drivers should be very careful to observe. There is nothing that will result more quickly in an accident than failure to give proper signals. A great many and often times fatal accidents are caused as described in the diagram, by the driver of a vehicle not properly signaling his intention of pulling out from the curb.

The driver of a vehicle approaching from the rear has no knowledge of the intention of the driver at the curb, unless the driver at the curb indicates his intention by signaling. He should exercise proper care and caution carefully watching for any approach of another vehicle.

Most violations under this section are due to carelessness and it is surprising the number of accidents caused by failure to give proper signals.

This is only one of the many ways this law may be violated and I have gone more into detail in a special article on pages 74 and 75.

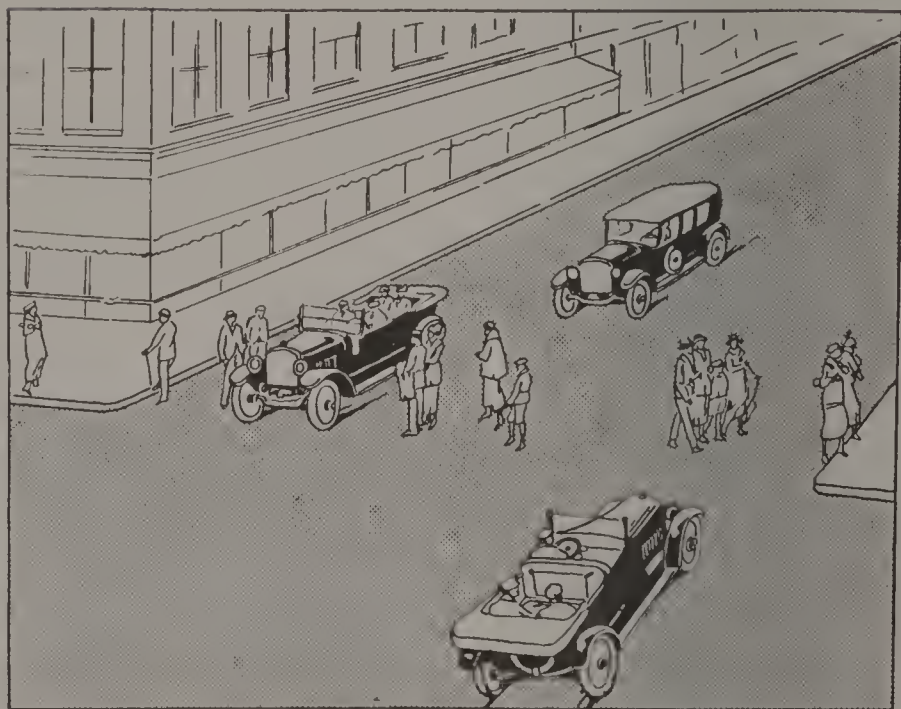


SECTION OF LAW

Reckless driving shall include driving or using a vehicle or street surface car or any appliance or accessory thereof, in a manner which unnecessarily interferes with the proper use of the highway or unnecessarily endangers the users of the highway.

EXPLANATION

One of the forms of reckless driving is clearly defined in the preceding diagram, constituting an improper use of a public highway. It very often occurs, especially on state highways where the width of the highway will only permit the passing of two vehicles that a driver will often leave the line of traffic and attempt to pass a car or cars in front of him when there is traffic approaching from the opposite direction, with not sufficient clearance to pass. This often results in accident or the driver being compelled to take his position back in the line to permit the proper use of the highway to other vehicles. This is a dangerous practice and should never be resorted to unless the driver is absolutely sure he has sufficient room to pass before he attempts it.

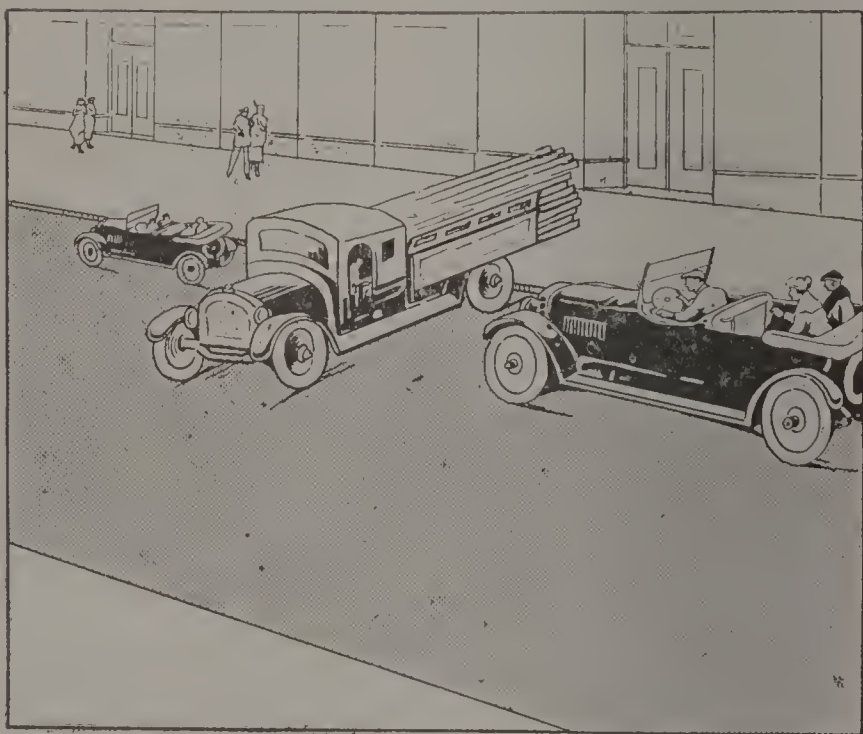


SECTION OF LAW

Upon approaching a pedestrian who is on the traveled part of any street and not upon a sidewalk, and upon approaching an intersecting street or a curve or a corner in the street where the driver's view is obstructed and where a traffic officer is not on duty, every driver of a vehicle shall slow down the same and give a timely and sufficient signal with his voice, horn or other signaling device.

EXPLANATION

The law as quoted in this section is a very important one, inasmuch as it refers to the safety of pedestrians passing in the traveled part of the street. It is the duty of every driver where there is no traffic officer, to be extremely careful on approaching any street intersection. The pedestrian is entitled to safe passage across any street and in cases where there is no traffic officer stationed, the driver of a vehicle should use proper care and slow down, affording the pedestrian a safe passage across. In approaching an intersecting street where the view of the driver is obstructed by a building, fence, wall, etc., he should slow down the speed of his vehicle and shall sound his bell, horn or other device for signaling in such a manner to give notice and warning of his approach.

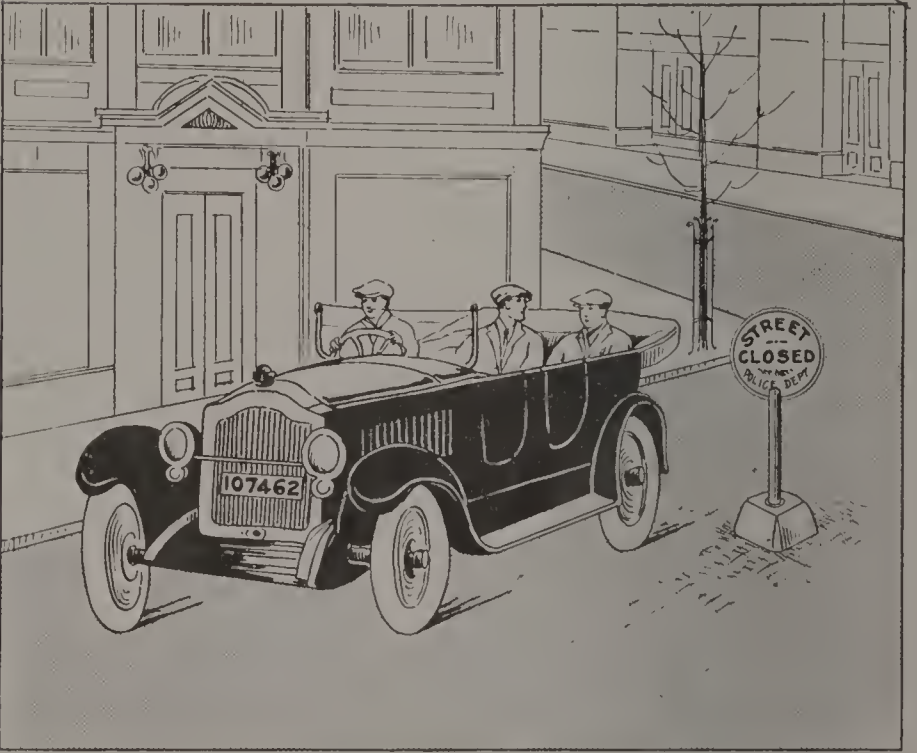


SECTION OF LAW

Except at parking spaces or when authorized so to do by ordinance or regulation no vehicle shall remain backed to the curb except it be actually loading or unloading and then for no longer time than the actual loading and unloading reasonably requires.

EXPLANATION

The law as quoted in this section is for the most part covered by special ordinances adopted for the different localities in a town or city. There are some streets in those localities where there are no regulations of any kind in force. Where there are no regulations it is permitted to back a vehicle into the curb but only for the actual time necessary for loading and unloading. It very often happens, through the indifference of some drivers in backing their vehicles into the curb, for the purpose of loading or unloading and then leaving the vehicles standing there, traffic is seriously interfered with.

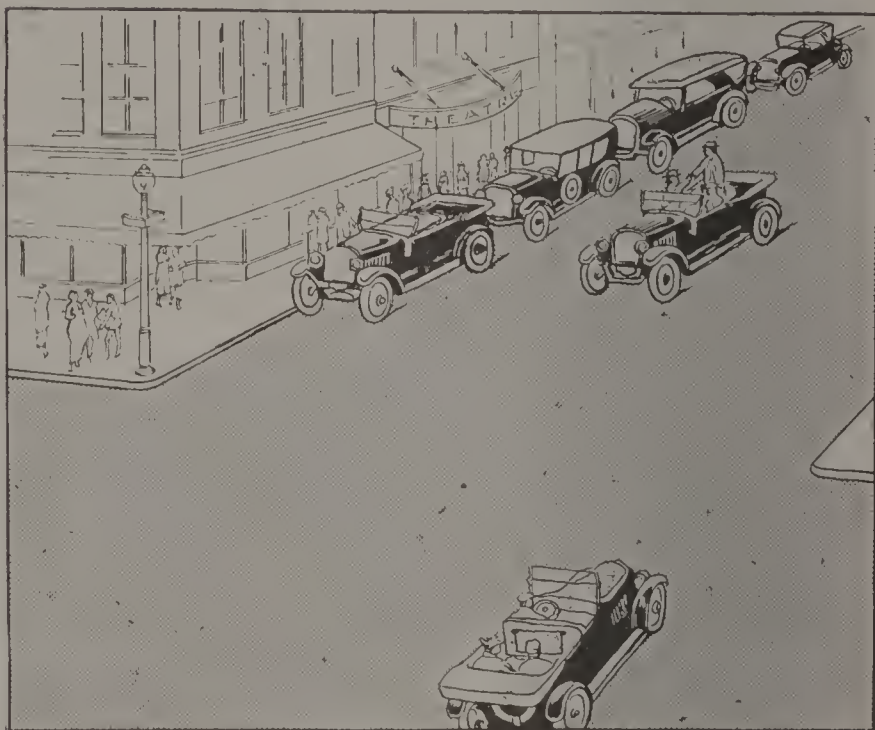


SECTION OF LAW

No person shall fail, neglect or refuse to comply with any lawful instructions, directions or regulations, displayed upon post, standard, sign or device installed or placed for the regulation, direction or instruction of traffic in any public street.

EXPLANATION

This section of law is important and one that is most frequently violated. It is as much the duty of the driver of a vehicle to obey any lawful instructions displayed upon any post, standard, sign or device, placed for the regulation of traffic as though a police officer is actually present directing traffic in person. Many drivers are indifferent to regulations displayed in this manner, and not only commit a violation, but in many cases get into trouble by not obeying the instructions displayed. It is always safe to assume that when a sign is displayed calling attention to some regulation, public improvement or otherwise, that the sign is placed for no other reason than the convenience and safety of drivers of vehicles.

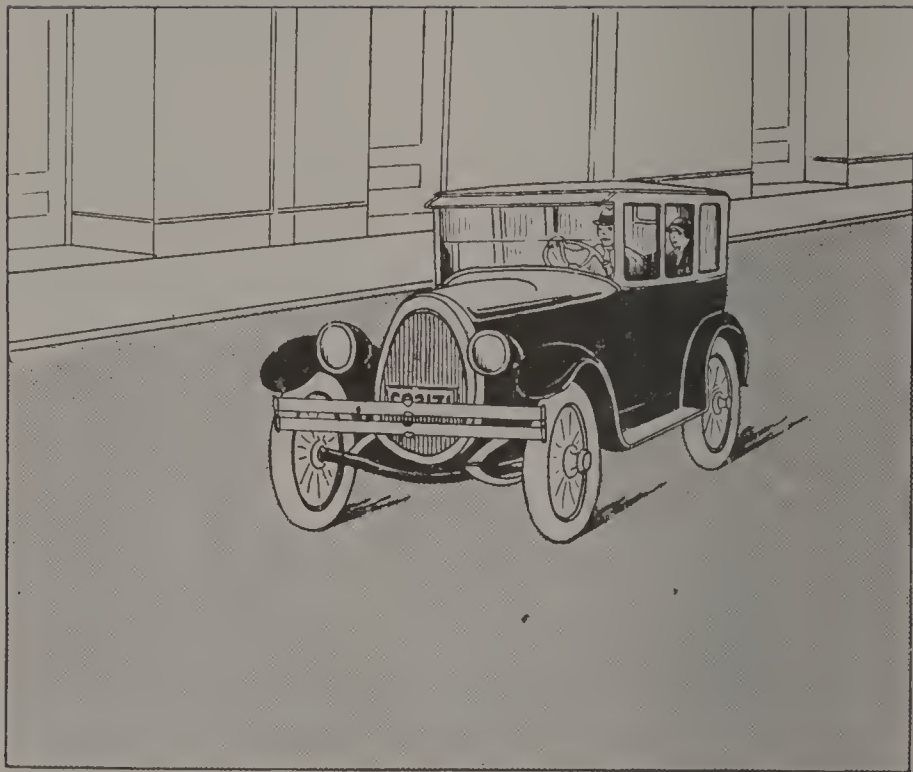


SECTION OF LAW

No vehicle shall be stopped in any street except close to the curb thereof, unless in case of emergency or to allow another vehicle, street surface car or pedestrian to cross its path. This regulation shall not be construed to prevent local officials designating portions of streets as parking spaces.

EXPLANATION

The intent as shown in this section should be construed as follows: No vehicle shall be stopped in any street unless close to the curb. This law is often violated by the driver of a vehicle stopping in the traveled part of the street to hold conversation with a pedestrian, entirely unmindful of the traffic conditions to his rear. Others leave their vehicle in the traveled part of a street to transact some business in the vicinity; others to receive or discharge passengers or occupants of a vehicle. Practices of this kind are not only bad but are serious obstructions to traffic and such practices should by all means be discouraged. The driver should at all times pull his vehicle into the curb and if unable to do so he should proceed to some place where he may safely pull into the curb.



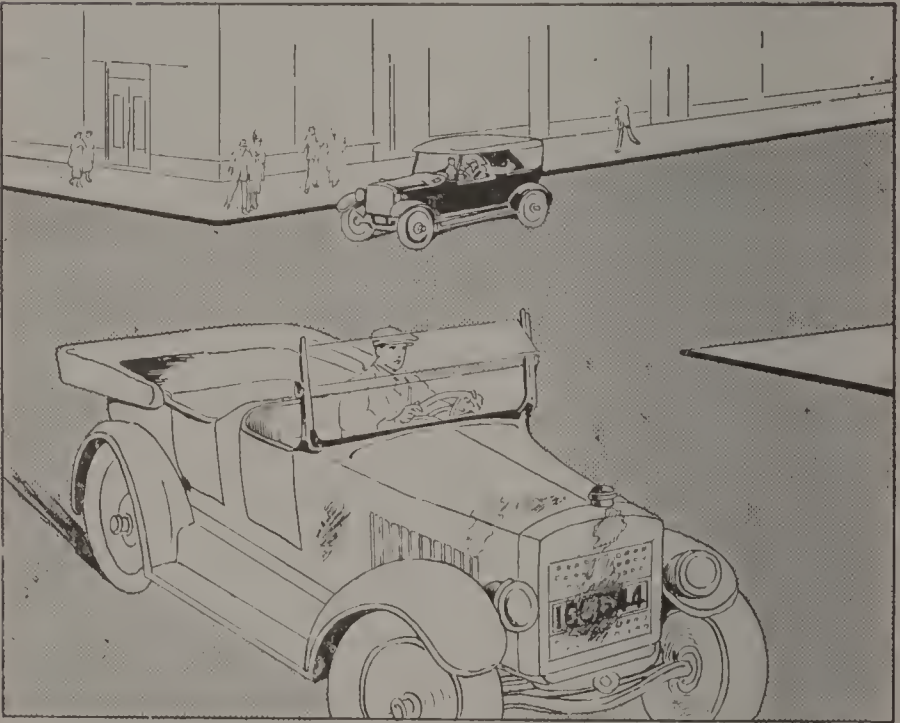
SECTION OF LAW

No person shall operate or drive a motor vehicle on the public highway unless such vehicle shall have a number plate conspicuously displayed, one on the front and one on the rear of such vehicle, each securely fastened so as to prevent the same from swinging.

EXPLANATION

It is quite obvious just what is intended by this section. State laws require the registration of motor vehicles and the display of distinctive number plates. It is essential to the safety of the travelling public that the speed of such vehicles should be regulated and limited. It is necessary that the vehicle may be readily identified to deter the operator from violating the law and rights of others. The best method of identification, both as to the vehicle and the owner or operator, is by number, conspicuously attached to the vehicle. In case of any violation of the law this affords a means of identification, for, from the number the name of the owner may be readily ascertained and through him the operator.

As illustrated in the drawing, this is one of the many ways by which plates are inconspicuously placed on the vehicles. Plates should not be placed behind bumpers, tires, trunks, boxes or any other object on the vehicle that will obstruct it in any way thereby making it unreadable. There are many operators who are under the impression, that if they have the license plates on the vehicle, regardless of where they are placed, they are fulfilling the requirements of the law; this is not the case as they must conspicuously display them, securely fastened to prevent them from swinging.

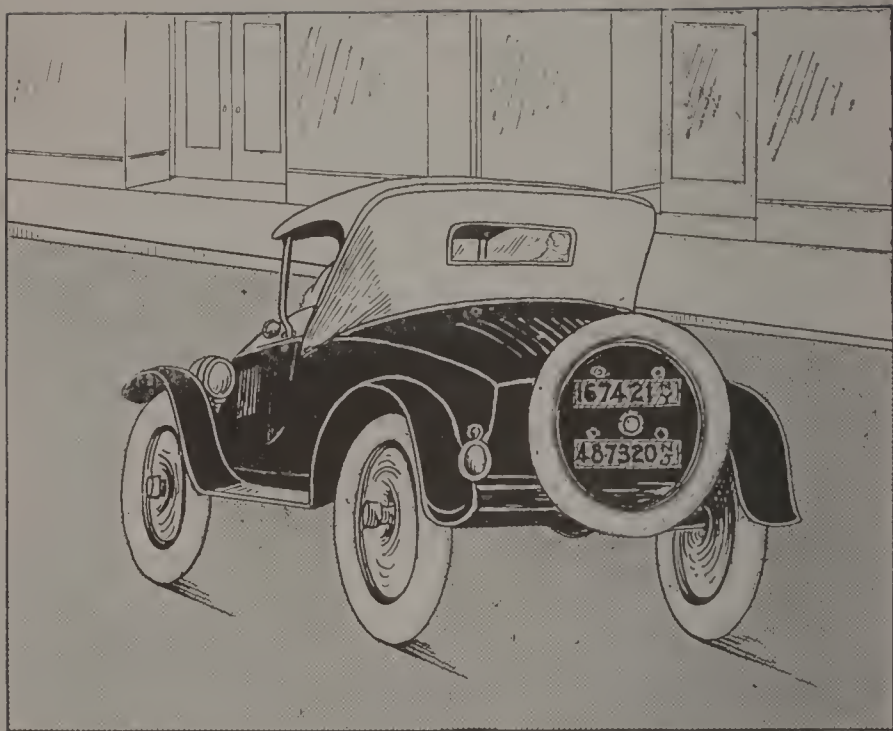


SECTION OF LAW

No person shall operate or drive a motor vehicle on the public highways of this state unless such vehicle shall have a distinctive number assigned to it and a number plate issued with a number, and other identification matter if any, corresponding to that of the certificate of registration conspicuously displayed, one on the front and one on the rear of such vehicle, each securely fastened so as to prevent the same from swinging.

EXPLANATION

It is important that owners of vehicles should at all times keep their license plates perfectly clean and distinct, so that they are easily readable. License plates are issued for the purpose of identification and it is only by complying with those requirements that this object may be accomplished with any degree of success. It is a violation of this section to use a soiled, dirty or defaced license plate. Many drivers are very careless as to the general conditions in which their vehicle is kept, especially as regards their license plates and it is of frequent occurrence for drivers of vehicles to have plates on their car covered with mud or defaced in such a manner that it is a physical impossibility to read the license number.



SECTION OF LAW

No vehicle shall display the number plates of more than one state at a time, nor shall any plate be used other than those issued by the Motor Vehicle Bureau.

EXPLANATION

The intent of this section, namely to prohibit the display of two different license plates at the same time is for the purpose of establishing the identification of an owner or driver of a vehicle more readily. It is well to bear in mind that two different license plates should not be displayed at the same time and on the opposite page will be found a table of time allowance for the use of plates of other states.

Laws of the Various States Regarding Time Allowed Automobiles Registered by and Displaying Plates of Another State.

Alabama—Reciprocal	Nevada—90 days
Arizona—4 months	New Hampshire—20 days
Arkansas—90 days	New Jersey—15 days
California—24 hours	New Mexico—30 days
(Register with sheriff 90 days free)	New York—Reciprocal
Colorado—30 days	North Carolina—60 days
Connecticut—15 days	North Dakota—30 days
District of Columbia—	Ohio—Reciprocal
Reciprocal	Oklahoma—60 days
Delaware—Reciprocal	Ontario—21 days
Florida—Reciprocal	Oregon—30 days
Georgia—30 days	Pennsylvania—Reciprocal
Idaho—Reciprocal	Quebec—90 days
Illinois—6 months	(Register upon arrival with motor vehicle bureau— no fee.)
Indiana—60 days	Rhode Island—Reciprocal
Iowa—Reciprocal	South Carolina—30 days
Kansas—60 days	South Dakota—Reciprocal
Kentucky—Reciprocal	Tennessee—30 days
Louisiana—Reciprocal	Texas—30 days
Maine—30 days	Utah—90 days
Maryland—90 days	Vermont—Reciprocal
Massachusetts—Reciprocal	Virginia—Reciprocal
Michigan—90 days	Washington—90 days
Minnesota—10 days	West Virginia—3 months
(Register with sheriff 90 days free)	Wisconsin—Reciprocal
Mississippi—30 days	Wyoming—90 days
Missouri—90 days	Porto Rico—5 days
Montana—reciprocal	The Panama Canal Zone, 50 cents for 30 days.
Nebraska—30 days	

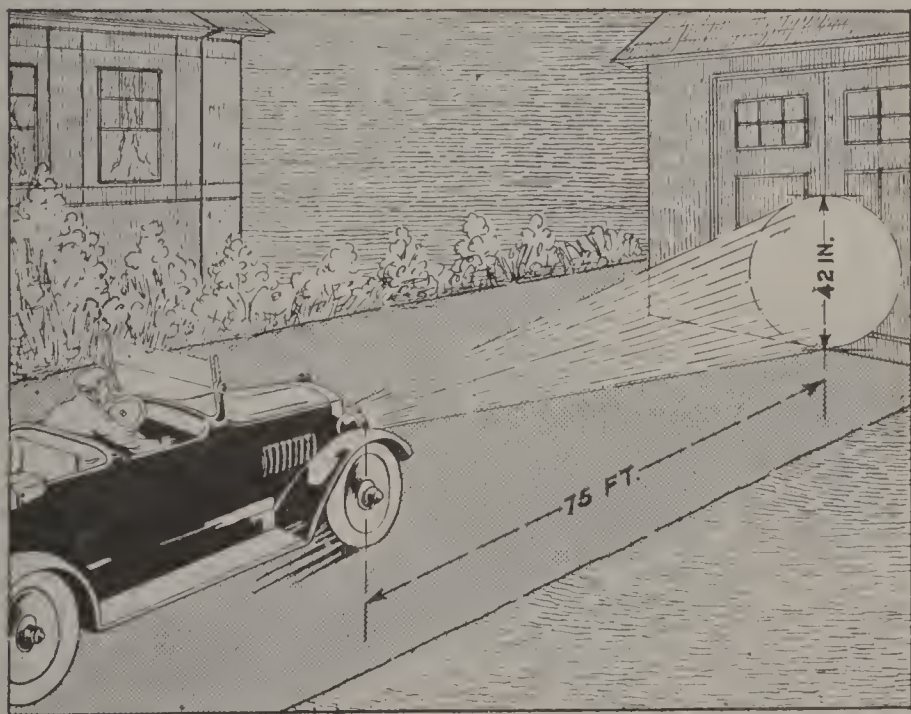
The above table is for the information of motorists showing the time allowed them in another state, without procuring license plates for that particular state.

LIGHTS

SECTION OF LAW

Every motor vehicle, driven or operated upon the public highways of the state during the period from one-half hour after sunset to one-half hour before sunrise, shall display when running at least two lighted lamps on the front, one on each side of equal power, not exceeding twenty-four candle power, the use of which on motor vehicles has been approved by the state motor vehicle commission, and one lighted lamp on the rear of such vehicle, which shall also display a red light visible from the rear. The rays of such rear light shall shine upon the number plate carried on the rear of such vehicle in such manner as to render the numerals thereon legible for at least fifty feet in the direction from which the vehicle is proceeding. The front lamps when lighted by electricity shall be so arranged, adjusted and operated, as to avoid dangerous glare or dazzle, and so that no dangerous or dazzling light projected to the left of the axis of the vehicle when measured seventy-five feet or more ahead of the lamps, shall rise above forty-two inches of the level surface on which the vehicle stands. They shall also give sufficient side illumination to reveal any person, vehicle or substantial object ten feet to both sides of such vehicle, at a point ten feet ahead of the lamps. If, in addition to headlights, any such motor vehicle is equipped with any auxiliary light, projecting device or devices, other than the rear light, such auxiliary lights shall be subject to all the restrictions of this section.

All front lights shall be visible at least two hundred and fifty feet in the direction in which the motor vehicle is proceeding, and, when the vehicle is proceeding on a street or highway not so lighted as to reveal any person, vehicle or substantial object on such street or highway straight ahead of such motor vehicle for a distance of at least two hundred feet, such front lights shall be sufficient to reveal any person, vehicle or substantial object on the road straight ahead of such motor vehicle for a distance of at least two hundred feet. The front lamps when lighted otherwise than by electricity shall be so arranged, adjusted and operated as to avoid dangerous glare or dazzle, and shall also comply substantially with all the provisions of this subdivision with respect to electric lights and shall likewise be subject to the approval of the state motor vehicle commission.



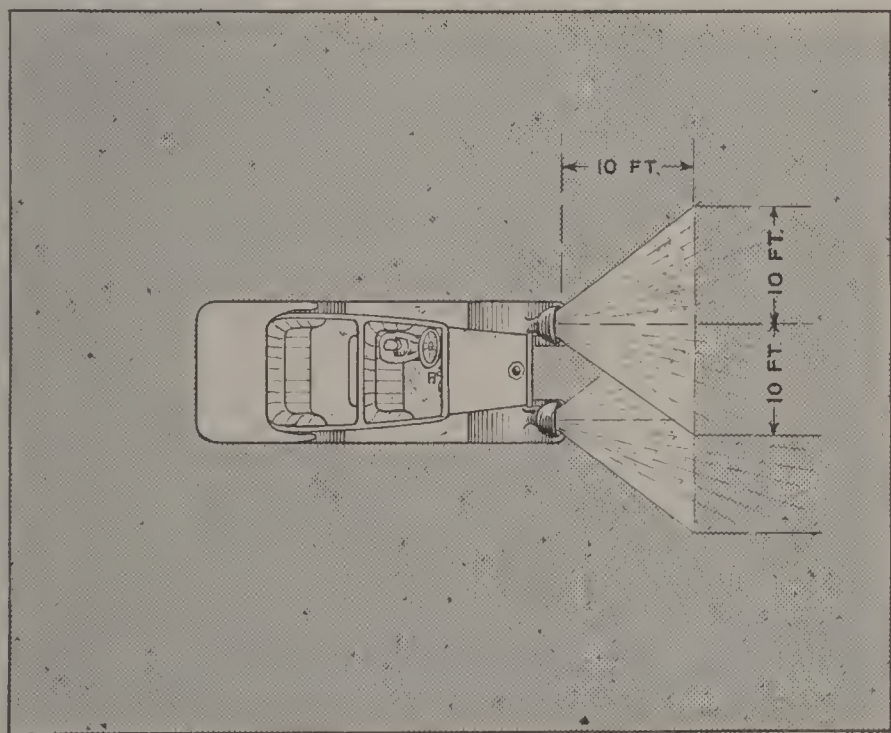
EXPLANATION

Vehicles driven or operated on the public highway, shall during the period from one-half hour after sunset to one-half hour before sunrise display two lighted lamps in front, one on each side and one lighted lamp on rear. The two lamps on front shall be visible at least 250 feet in the direction in which the vehicle is proceeding. When the headlights are used, more commonly known as the "bright lights" they shall be so arranged, adjusted and operated as to avoid dangerous glare or dazzle. Bright lights should be used only on streets that are not sufficiently lighted and should reveal a substantial object 200 feet in front of the vehicle. Drivers of vehicles should be very cautious in using their bright lights and should be very careful that in using them the same will not interfere with other drivers approaching in the opposite direction. On some streets and highways that are of insufficient width and very poorly lighted the glare from a strong headlight is very dangerous to other drivers, especially when they are not properly focused. In such cases they are even more dangerous than the bright lights that are properly focused as the glare may shine directly in the eyes of an approaching driver, often times resulting in a collision. It is absolutely important that bright lights should be tested as to the proper focus, which test may be made by any driver or

operator as shown in the drawing, and by measuring a distance of seventy-five feet in front of the lamps it must show a light not more than forty-two inches in height, from the surface of the street.

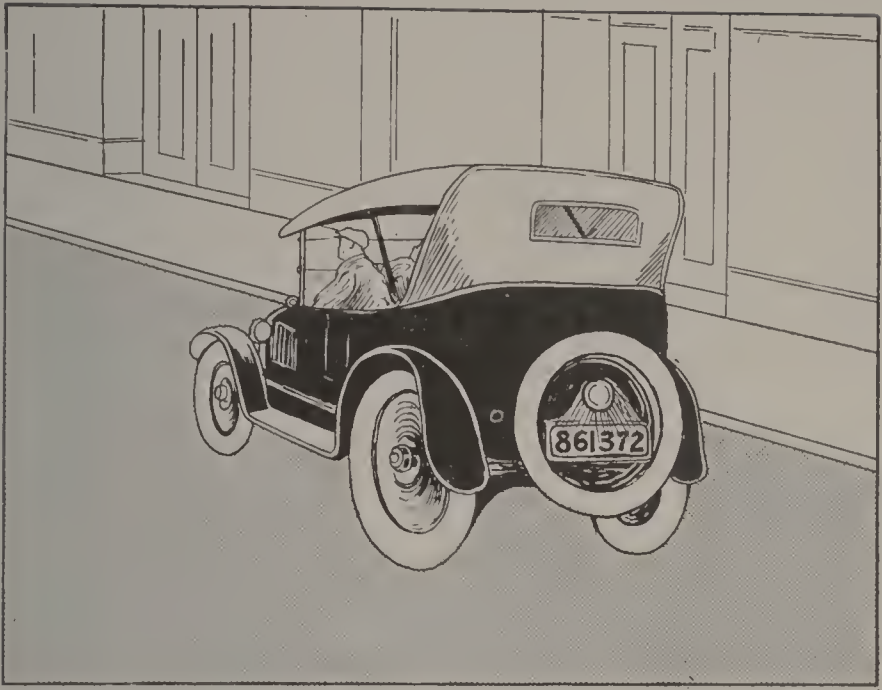
In the testing of lamps for illumination, which illumination must not be confused with bright light, they should answer the requirements as shown in the diagram, revealing an object ten feet on either side at a point ten feet to the front of the lamps.

Dimmer lights must be used at all times unless proceeding under conditions described in that portion of article referring to poorly lighted streets, etc.



It is a grave mistake on the part of a driver to operate a vehicle with only one front light, for in dark streets it is impossible for a driver approaching from the opposite direction to know whether the light is on the right or left side of the vehicle. It is an important duty on the part of all drivers and operators to know at all times that their lights are on and properly lighted, as it not only insures his own safety but the safety of others.

While standing, the law requires two lights in front and one in rear and it is a careless habit of some drivers to leave their vehicles parked in the street at all hours of the night without displaying the necessary lights.



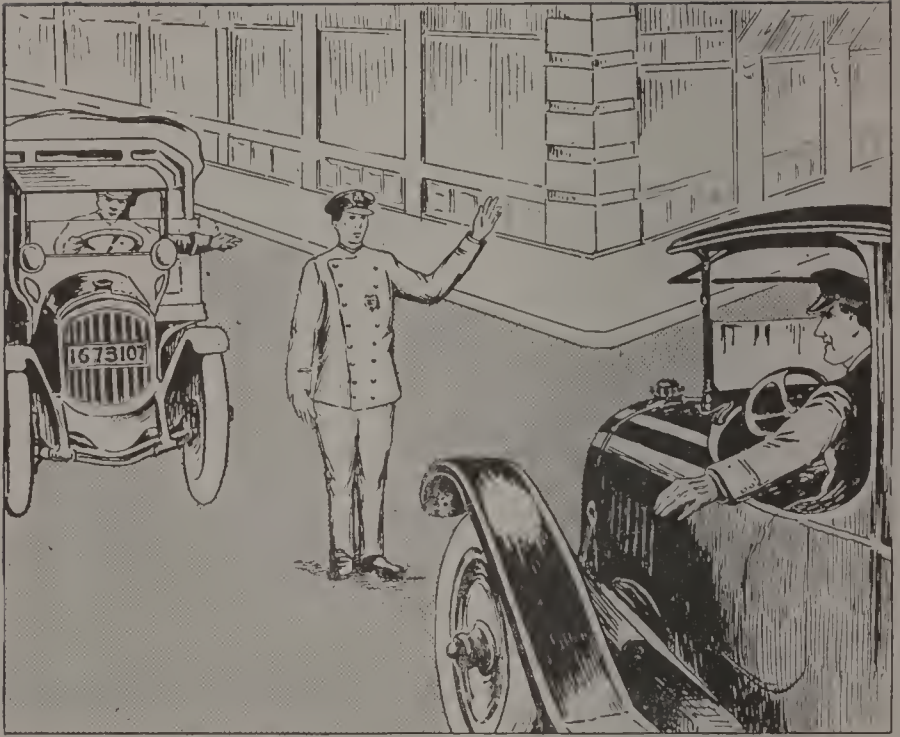
SECTION OF LAW

Every motor vehicle, driven or operated upon the public highways shall display one lighted lamp on the rear of such vehicle, which shall also display a red light visible from the rear. The rays of such rear lights shall shine upon the number plate carried on the rear of such vehicle in such manner as to render the numerals thereon legible for at least fifty feet in the direction from which the vehicle is proceeding.

EXPLANATION

This section of law is one that the drivers and owners of vehicles most commonly violate. The law explicitly states that the rear light must be so arranged that the rays from same shall shine on the license plate so that the numbers shall be legible at a distance of fifty feet.

SIGNALS



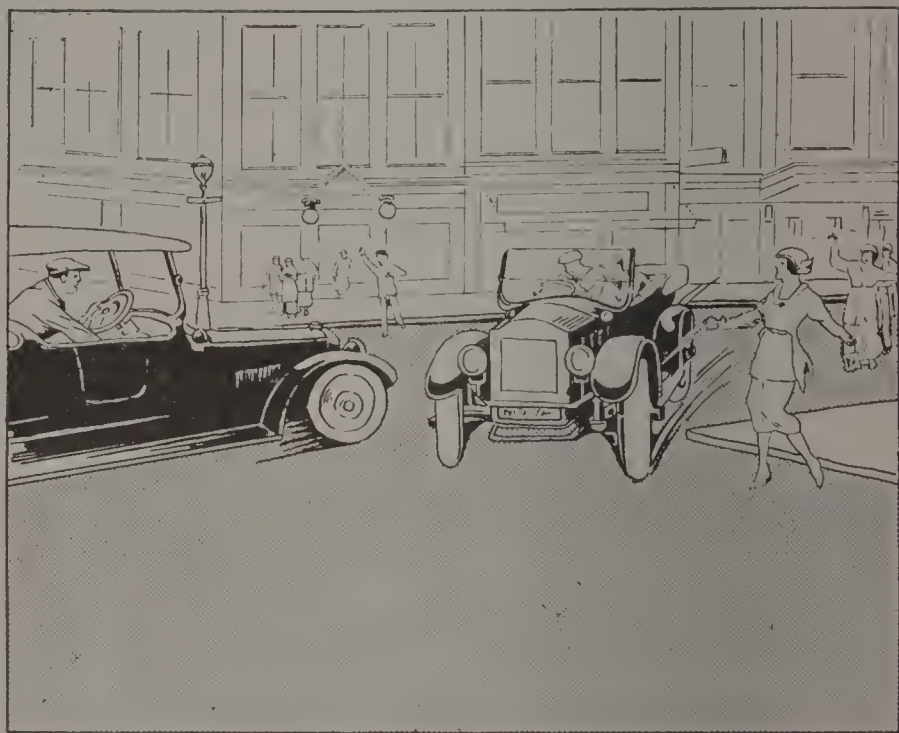
Too much importance cannot be placed on the necessity of giving and obeying proper signals. Especially is this so at intersections where traffic is heavy and as is often the case when a driver fails to properly obey a signal from the traffic officer the result is general confusion and sometimes an accident. The proper method for drivers to follow at intersections of this kind is well illustrated in the drawing shown here. He should at all times have his vehicle under control and be in a position, should he receive a signal from the traffic officer, to bring his vehicle to a

stop, at the same time plainly signifying his intention of doing so to vehicles following, by holding out his hand.

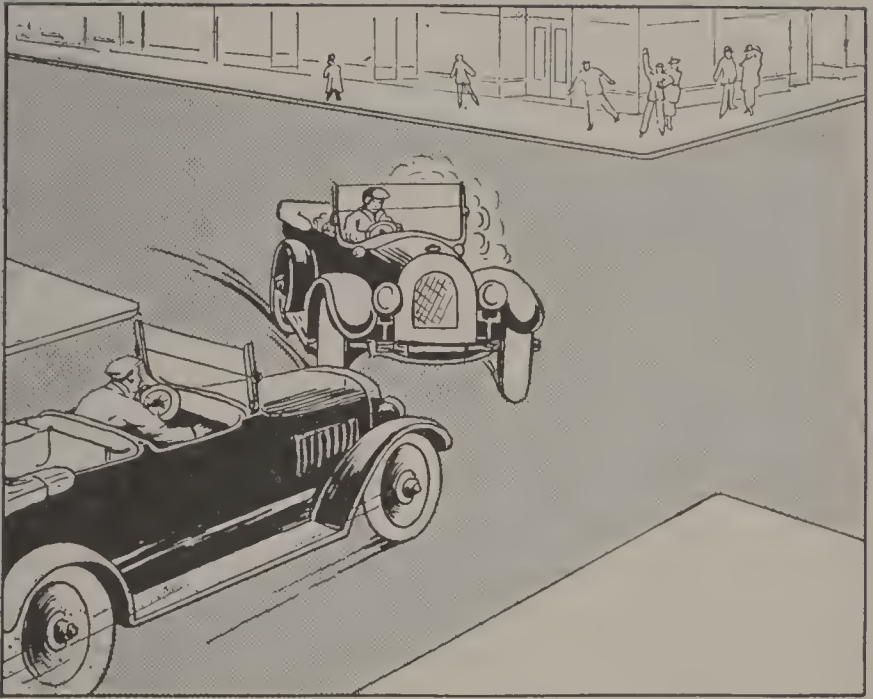
It might be well to remind drivers that where a traffic officer is stationed and they wish to turn from one street to another, or change the course of their vehicle, they should signal to the officer, then point in the direction to which they intend going so that he may know just what they wish to do.

Where no traffic officers are stationed, and a driver wishes to turn into another street he should never fail to signify his intention of doing so by signaling with his hand so that drivers will know of his intention.

It cannot be impressed too strongly on the minds of some drivers that the traffic officer is at all times responsible for the regulation of traffic and the enforcement of its laws, that life and property may be protected and if drivers will conscientiously obey any signal given by him or displayed from any stanchion or other device for the regulation of traffic it would very materially help traffic conditions and reduce the number of accidents.



IMPROPER LEFT HAND TURN



IMPROPER RIGHT HAND TURN

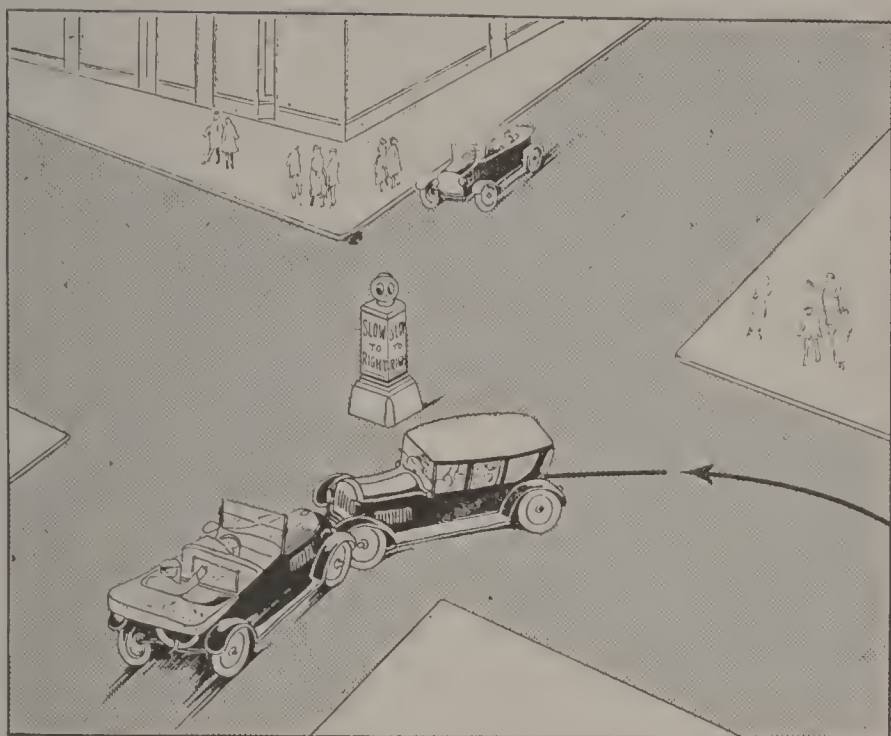
TURNING CORNERS

It might be well at this point to say something relative to the right and wrong way for making turns. All turns should be made in a sane and careful manner, the left turn beyond the center of the intersection, and the right turn at a proper degree of curvature and a speed that should assure the driver at all times, full control of his vehicle, thereby assuring protection to other drivers and pedestrians.

We very often see drivers apparently in a great hurry, disregarding all traffic regulations, especially regulations relative to the turning of corners.

In the drawings shown herewith, "Improper left hand turn" and "Improper right hand turn," will give a vivid illustration of what may happen by improper turns of this kind. The driver unmindful of the safety of others, never for a moment stopping to think that a pedestrian may step from the curb, directly in the path of his machine or a vehicle that may be approaching from the opposite direction.

Such turns and short cutting of corners never bring any good results and should by all means be discouraged. Drivers who are in the habit of making those kind of turns will find it just as easy to make the proper turn and in so doing will cause less anxiety and fewer accidents.



EXPLANATION

Many times we find an entire disregard of traffic regulations such as is illustrated in the drawing, that of a driver committing two distinct and separate violations at the same time. In the first place the law is violated by the driver entirely disregarding the traffic standard, which distinctly says: "Keep to the right," and in the second place he violates the law by making an improper left hand turn, causing an accident in which he is entirely responsible. This latter violation comes under the heading of reckless driving, and there is no question as to where liability should be placed.

SPEEDING

Speeding violations are by far in the majority of Traffic Court cases. There are different ways to violate the speeding laws and there are different kinds of speeders. There are different ways in which the traffic officers cope with the speed violaters in apprehending him.

The worst type of speeder and the one to cause the traffic officer the most trouble and anxiety is the driver who is possessed of a speed mania, who never seems to be able to stay within limits, "hitting it up" at every opportunity with no respect for the laws or the rights of others. He is always at his best on the open highway, dodging in and out of cars, with only one thought and one end in view, "speed." This is the speeder local authorities, traffic officers and the court look upon as a wilful, law defying individual who should be punished. A high powered car in the hands of an individual of this description is a dangerous weapon. He should be kept off the highways, for not only is he a menace to himself but extremely more so to the law abiding, careful motorist and the unwary pedestrian.

This type of speeder motorcycle officers are always on the lookout for and once they get on his trail his career in that locality is generally of short duration. The motorcycle officers are not at all anxious to be compelled to do from fifty to seventy miles an

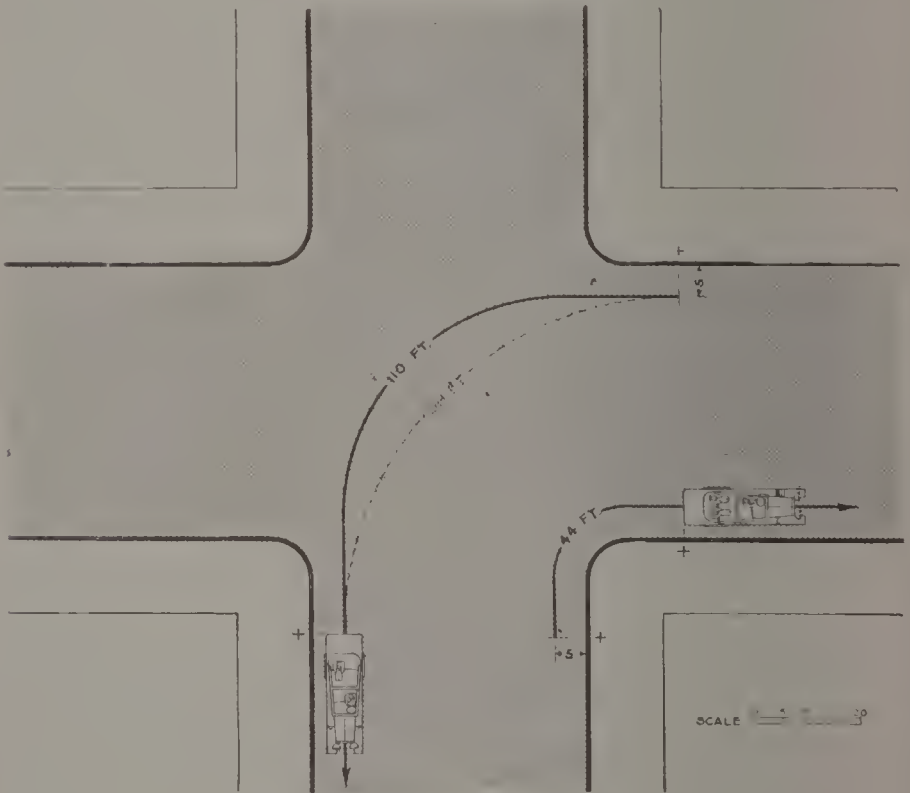
hour trying to apprehend a speeder of this kind, and traveling at this rate of speed is rather an uncertain proposition, for in case of a blowout or break, it would mean to say at least, a very serious injury.

There is not much that may be said in defense of the speeder who tries to beat the trolley car to the corner or before it comes to a stop, figuring he can save a few seconds, but very often losing hours in the attempt, being handed a summons for speeding or colliding with another car or pedestrian who may be in his path.

Neither is there much that can be said in defense of the speeder who fails to slow down in turning corners. This seems to be more or less a habit with some drivers, and the habit is an exceedingly dangerous one. Short cutting of corners always catches its victim off guard. At night especially is this bad on account of the low visibility of the machine and the pedestrian in many cases is not seen until too late to prevent an accident.

The average person has no conception of the manner in which speeders are apprehended and the time necessary to correctly clock them. It might be interesting to know how this is done and for the benefit of those who may be interested I will submit two tests on speed violations that I have made as follows:

A speeder averaging thirty miles an hour was trailed, accurately timed for one-eighth of a mile and the actual time consumed in trailing and apprehending him was forty seconds. A speeder also averaging forty miles an hour, was trailed accurately timed for one-eighth of a mile and the actual time consumed in trailing and apprehending him was one minute, and from the above tests it is easy to understand how quickly a speeder may be apprehended.



As speed laws for the most part, are regulated by local ordinances, it is interesting to note, how speed violations may occur turning corners and how traffic officers operate in apprehending such speeders. Note on the diagram, a street intersection with cross, marked on curb or sidewalk, indicating distances between points. It is natural to assume that a vehicle in turning a corner should keep the same distance from the curb at all times, but this is only for the purpose of arriving at a basic principle for figuring. On this principle we will take the distances as shown in the diagram, 44 and 110 feet, and the time it takes to cover those distances at a certain rate of speed as shown by the following tables.

Table showing the time necessary to travel 44 feet around a corner at different rates of speed:

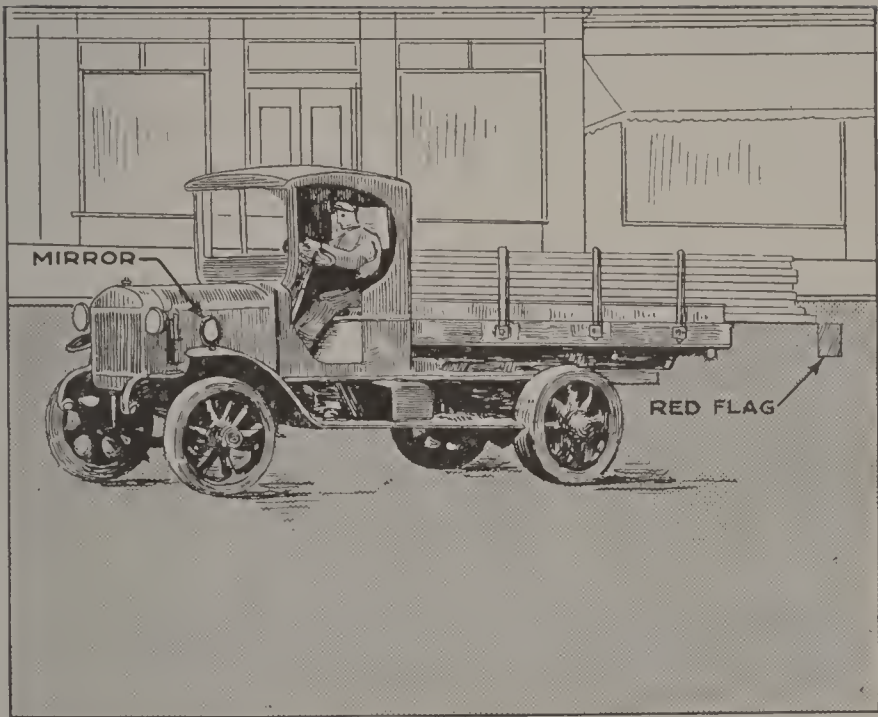
Rate per hour	Feet per second	Time in seconds
8 miles	11.7	3.7
10 “	14.7	2.9
15 “	22.0	2.0
20 “	29.3	1.5
25 “	36.6	1.2
30 “	44.0	1.0

Table showing the time necessary to travel 110 feet around a corner at different rates of speed:

Rate per hour	Feet per second	Time in seconds
8 miles	11.7	9.4
10 “	14.7	7.5
15 “	22.0	5.0
20 “	29.3	3.7
25 “	36.6	3.0
30 “	44.0	2.5

The figures given in the above tables are very interesting and it might be well to point out how easily the time may be reduced in turning a corner as is shown in distance of 110 feet. If the proper turn is made, as shown between cross marks, the distance to be traveled is 110 feet, but should the turn be made as is shown in dotted line it would reduce the distance to be traveled to approximately 99 feet, a reduction from the proper turn of 11 feet. This is quite a difference, or a reduction of 10% which would mean that the time consumed to negotiate the 99 instead of 110 feet, a reduction of 11 feet, would naturally increase the rate of speed per hour, as the shorter distance would be made in the shortest time, with the distance traveled, figured at the longer distance of the proper turn, 110 feet.

It is well for all drivers to remember, when turning corners, to make a proper turn and at a speed that is safe and regulated by law.



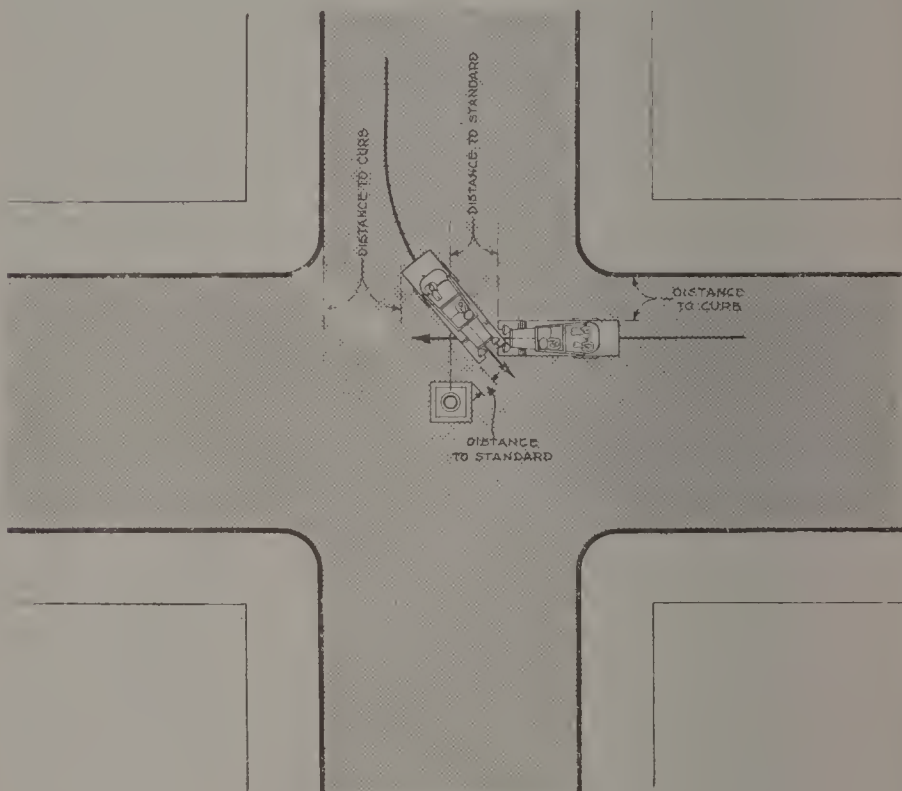
SECTION OF LAW

A vehicle when loaded with any material extending at least four feet beyond its rear shall be provided with a red flag by day on the extreme rear end of such load.

A motor truck or motor omnibus, when driven or operated upon a public highway, shall be equipped with a mirror or other reflecting device so adjusted that the operator of such vehicle shall have a clear and full view of the road and condition of traffic behind such vehicle.

EXPLANATION

The sections as quoted above are self-explanatory, requiring drivers of commercial vehicles, omnibuses and in some states pleasure cars to be equipped with mirrors. Vehicles when loaded with any material extending at least four feet beyond its rear are required to display a red flag for the safety of vehicles following.



SECTION OF LAW

ACCIDENTS IN WHICH PROPERTY IS DAMAGED AND NO PERSON INJURED.

If through the operation of your vehicle you have damaged another's property of any description, and no person is injured, you must identify yourself, giving your name, address, and license number of car to party sustaining damage, and if you are unable to locate them, you must report the accident to a police officer in the vicinity and in case there is no police officer in the vicinity you must report the accident to the nearest police station or judicial officer.

ACCIDENTS IN WHICH A PERSON IS INJURED.

If through the operation of your vehicle you have injured a person it becomes your duty to identify yourself, giving your name, address, and license number of car to the injured person, and to also report the accident to a police officer in the vicinity of the accident, and in case there is no police officer in the vicinity, you must report the accident to the nearest police station or judicial officer.

In accident cases liability is generally ascertained, depending on whether there is a violation of the traffic laws or not. In case of accident it is well to secure a description of the same, with measurements and general information, as is shown in diagram above and accident blank on following page.

Date

Place of accident.....

Owner

Address, street

City or town.....

License No. of car.....

Make of car.....

Type of car.....

Name of operator.....

Address, street

City or town.....

Witness

.....

.....

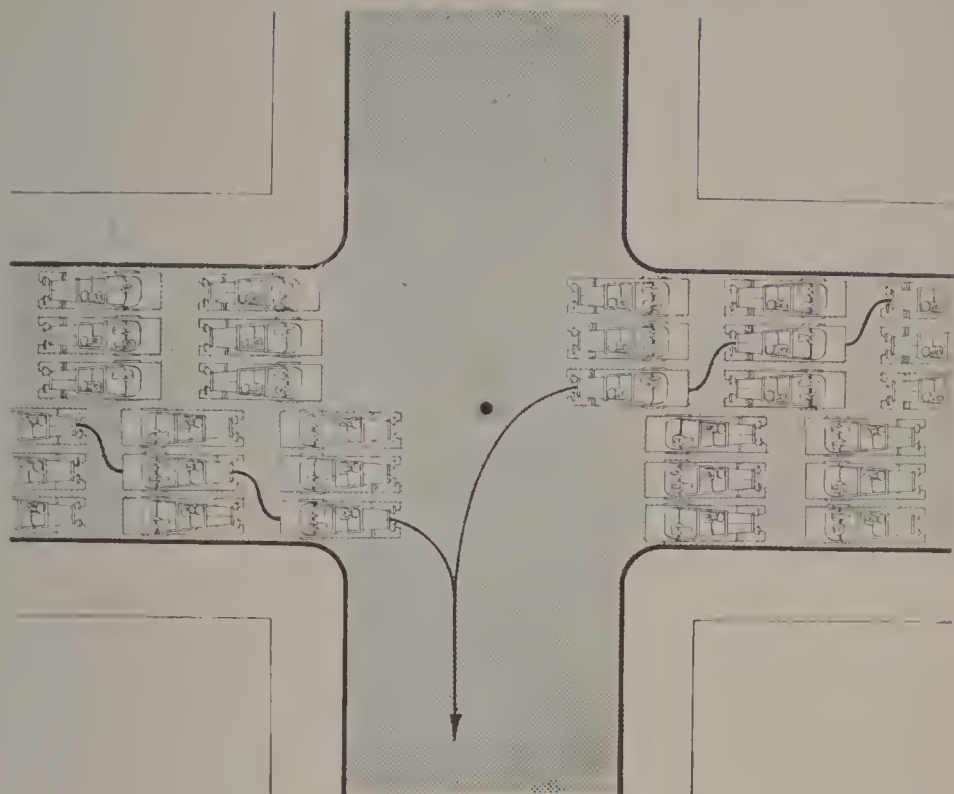
Remarks

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EXPLANATION

This diagram was prepared for the purpose of illustrating the proper procedure in preparing to make a right or left hand turn in thoroughfares where the traffic is very heavy. As illustrated in the diagram, where the driver wishes to make a right or left hand turn, he should allow himself ample time to weave into a proper position before arriving at the point of turning. In the case of a left hand turn, note that the turn is made in front of the traffic officer and at his direction.

SECTION OF LAW

Every motor vehicle operated or driven upon the public highways of the state, shall be provided with adequate brakes and steering mechanism in good working order and sufficient to control such vehicle at all times when the same is in use, and a suitable and adequate horn or other device for signalling, which horn or device shall produce a sound sufficiently loud to serve as a danger warning, but shall not be used other than as a reasonable warning nor be unnecessarily loud or harsh. Every such motor vehicle, also, shall have a suitable muffler or device to prevent unnecessary noise from exhaust gases, and the use of so-called "cutouts" is prohibited.

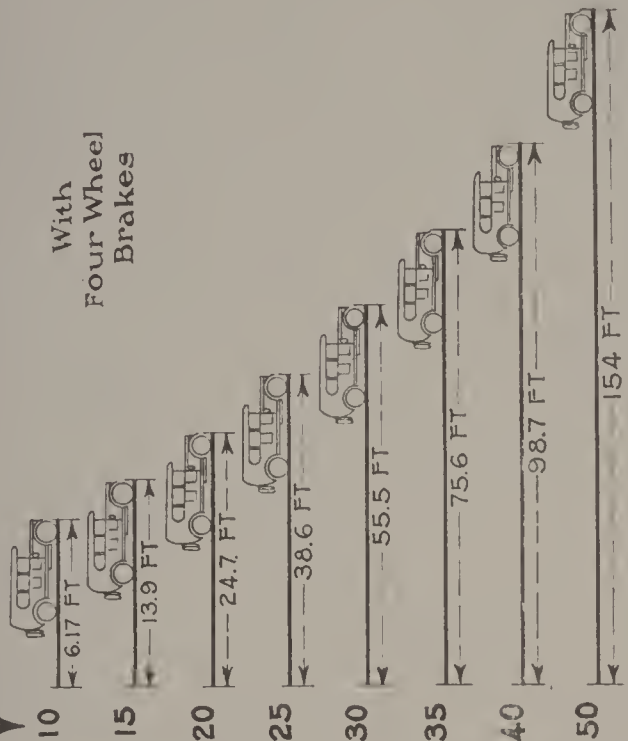
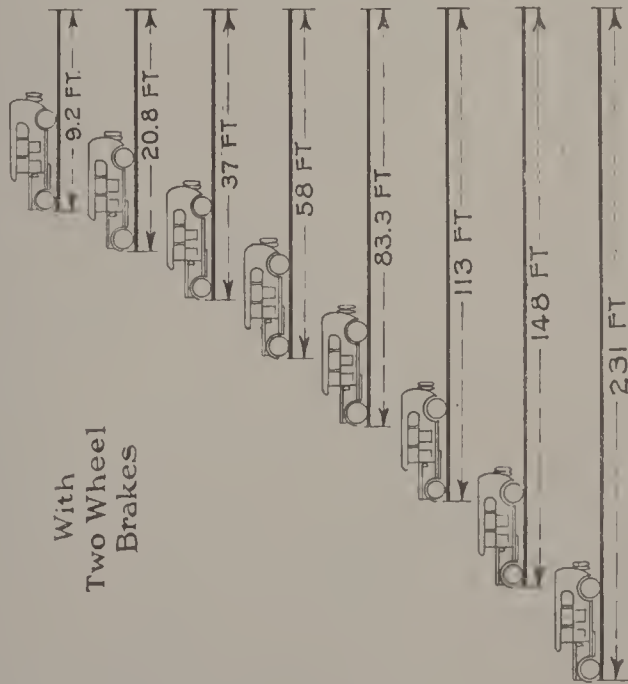
EXPLANATION

It is expedient for the drivers of vehicles to have their brakes in good working order at all times. In doing this they are guaranteeing their own safety and the safety of others. Many bad accidents have occurred through the failure of drivers to keep their brakes in good working order and too much precaution cannot be taken in this respect. The old adage of, "An ounce of prevention is worth a pound of cure" may be well applied in this particular case.

It is well for drivers to know that there is a law which subjects his vehicle to an examination at any time as regards his brakes or other mechanism and it is his duty to carefully examine the same, making sure that all are in good working order as covered in the foregoing section.

DISTANCE IN WHICH YOUR CAR SHOULD STOP-IF YOUR BRAKES ARE RIGHT

MILES PER HOUR

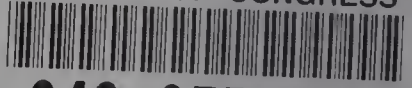


My object in publishing this book is for the purpose of aiding and advising the motorist and driver on how to overcome some of the problems on traffic violations. It is not intended to reflect in any way on any particular individual or class of individuals. I have gone to considerable pains to cover all important phases of the traffic laws and trust its readers will accept it in the spirit in which it is intended, "to help the Motorist to keep out of traffic court."

NOTE:—To avoid confusion and misunderstanding. I have in the foregoing pages, always used the word "driver" and intended it to apply to the operator of the vehicle whether he is the owner, operator, chauffeur or a driver of a horse-drawn vehicle.

LIEUT. ANDREW J. THOMPSON.

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